

DELEGATED AUTHORITY REPORT 7581

TRAFFIC ORDERS – STRAND ALDWYCH PUBLIC REALM IMPROVEMENT SCHEME

(St. James's Ward)

Background Information

The ambition of the Strand Aldwych project is to transform the area from a polluted, traffic dominated gyratory to a pedestrian focused destination with strong links to the surrounding districts. The new public realm will balance the needs of the everyday for the local community with a world-class scheme.

The vision is for the area to become a global creative and cultural quarter which will be an international beacon for creativity, enterprise and learning.

The project objectives are:

- Encourage exemplary collaboration within and between a cluster of world-class cultural and educational institutions, SMEs and students enabling high end research, innovation and a public showcase.
- Nurture and promote skills, entrepreneurship and economic growth in the knowledge and creative sectors.
- Reduce congestion, improve air quality and journey times, with associated positive impacts on health and associated economic benefits.
- Create an inspirational, safe and secure destination that offers a meeting place for workers, students, visitors and residents.

Proposals

One of the key design elements of the project is to create a new public space on the Strand free from vehicular traffic. To allow the creation of this public space, it is necessary to restore two-way working to Aldwych.

To facilitate the Strand Aldwych project, it was proposed to make Traffic Orders to:

- (a) introduce a pedestrian and cycle zone in Strand (between Lancaster Place and Melbourne Place) and Montreal Place. All motor vehicles would be prohibited from entering the pedestrian zone except for access and for loading between midnight and 10.00 a.m.;
- (b) restore two-way working in Aldwych and Strand (south of St. Clement Danes Church);
- (c) introduce / revise various traffic movements in the area; and
- (d) make various amendments to kerb-side controls.

Results of consultation

Following the publication / posting of press and street notices during August / September 2020 and consultation with frontagers and other key parties on the proposed measures, a total of 75 responses were received, as summarised in the table below and detailed in the appendices to this report. The extent of the letter consultation included three Ward Councillors, six local residents associations, 33 statutory bodies and 1,050 frontagers.

Appendix		No. of responses
Appendix A	Responses from embassies	4
Appendix B	Responses from statutory bodies	13
Appendix C	Responses from businesses	7
Appendix D	Responses from residents	6
Appendix E	Responses from cyclists	45

Recommendation

It is recommended that the Traffic Orders are made as proposed to facilitate the implementation of the Strand Aldwych public realm improvement scheme.

I agree / disagree with the recommendation.

Signed  Date 15 Dec 20
Michelle Lucas Jones
Programme and Contract Manager
City Highways, Environment and City Management

Signed  Date 15/12/2020
Jonathan Rowing
Head of Parking
City Highways, Environment and City Management

APPENDIX A - RESPONSES FROM EMBASSIES

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1	<p>██████████ ██████████ ██████████ HM Government of Gibraltar ██████████ ██████████ ██████████ ██████████</p> <p>Email dated 25th August 2020</p>	<p>As an environmental principle we at Gibraltar House welcome the move to reduce traffic in the area. However, I wish to point out that our office does have a formally recognised diplomatic status (see https://www.gov.uk/government/publications/foreign-embassies-in-the-uk) which can be confirmed by the Gibraltar desk at the Foreign and Commonwealth Office. I note that various diplomatic parking spaces have been assigned in the area. We currently make use of the loading bay outside our office which is No. 150 Strand. Obviously our ideal would be to have one of those existing bays assigned as a diplomatic bay for our use. In practice this is most used by us - aside from deliveries - when the Chief Minister or a senior Gibraltar government minister is in London for business. If a system of notification were to be required I am sure we could work with that but I feel that at the very least the Chief Minister of Gibraltar should be afforded the courtesy of dignified and direct access to his London Mission. I would be very happy to discuss the issue further with your office and provide any information you require. To summarise, we have no objection to the general proposals but we do require car access to our building even if it were to be used for limited periods to drop off and collect.</p>	<p>There will be unrestricted access to Strand between midnight and 10.00 a.m. for all servicing, deliveries, drop-off / pick-up and access to the loading bays currently used by HM Government of Gibraltar. Between 10.00 a.m. and midnight, only authorised vehicles that have been registered with the security gate will be granted access. Vehicular admission will normally only be granted to residents / businesses requiring access to off-street premises. The City Council understand that Gibraltar House does not have off-street premises, but appreciate the circumstances and will be raising the case to the project team to see if clearance can be given to one vehicle representing the Mission. No vehicle will be able to park in the pedestrian and cycle zone or the loading bays.</p> <p>██████████ submission has been passed to the City Council's Parking Services Team for their consideration. However, it is recommended that the HM Government of Gibraltar apply to Parking Services directly for an allocated diplomatic parking space. Parking services can be contacted via email (parkingservices@westminster.gov.uk) or phone (0207 823 4567).</p>
2(a)	<p>██████████ ██████████ High Commission of India ██████████ ██████████</p>	<p>During initial consultations carried out by the Westminster City Council with stakeholders, the High Commission of India had raised its concerns over the project via letter dated 7th August 2019. However, it is seen that the Strand Aldwych Project proposal</p>	<p>(i) Vehicular access will be granted for India House to the West Courtyard of Bush House from Strand at all times, as the High Commission of India has direct access to off-street premises via Montreal Place. All</p>

APPENDIX A (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ██████████</p> <p>Email and letter dated 3rd September 2020</p>	<p>(prepared by the Council) forwarded to the High Commission of India on 17th August 2020 does not appear to have addressed them. Mission's suggestions related to parking spaces, security and services are, therefore, reiterated hereunder:</p> <ul style="list-style-type: none"> (i) We requested unrestricted access of High Commission's vehicles to the parking area in the West Courtyard of the Bush House from Strand side; (ii) Unrestricted access of services vehicles to High Commission from West Courtyard side (Strand side) for delivery and services through the day (0800 hrs - 1800 hrs); (iii) In case of emergency, necessitating evacuation of personnel and public, unrestricted access to the High Commission from India Place; (iv) Unhindered access of public to the consular services counters through the India Place entrance of the HCI London. 	<p>vehicles wishing to enter the pedestrian and cycle zone during the hours of operation (between 10.00 a.m. and midnight) will have to be authorised and registered with the security gate systems. The Project Team will contact the High Commission of India in due course to compile a list of vehicles on the register.</p> <ul style="list-style-type: none"> (ii) The High Commission will be able to register vehicles to enter the pedestrian and cycle zone at all times. However, all third-party deliveries and services will need to be arranged outside of the zone's operational times when security clearance will not be required. (iii) There will be no change to the evacuation protocol from any building. Access for emergency services will remain at all times across the entire zone, including Strand and Montreal Place. (iv) The measures do not affect public access to India Place or the High Commission of India.
(b)		<p>In addition to officers of the High Commission, HCI's front entrance is open for all visitors and distinguished guests e.g. ministers, government officials and foreign diplomats. For this purpose, diplomatic vehicles, private vehicles, coaches etc. often require parking spaces on the Aldwych side & West Courtyard of the Bush House. Hence parking access of these vehicles to West Courtyard side is crucial for smooth functioning of the diplomatic</p>	<p>The existing five diplomatic parking bays outside India House on Aldwych will be relocated just east of India House.</p> <p>The security system that will be implemented at the entrance of the pedestrian zone will recognise the registered vehicles and permit access to Strand at all times. The project team will be in contact as soon as details of the system are approved so that</p>

APPENDIX A (CONTINUED)

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		<p>mission.</p> <p>According to the proposal, vehicle access for deliveries will be provided only from midnight until 10.00 a.m. As it is quite evident, diplomatic missions function differently from hotels or commercial entities. As working hours at the High Commission are from 0915 hours until 1745 hours, entry of vehicle for deliveries and services during office hours is normal and essential. Thus, unhindered access to the parking area for these vehicles is required to continue as at present.</p> <p>It has also been noticed that there is a proposal of two-way bus stops in Aldwych Area and demarcation of a no stop zone there. It may be noted that High Commission usually receives guests from the Aldwych side. Such change would, again, impact on the movement of important visitors to make a long detour. (Aldwych->Strand->Melbourne Place->Aldwych).</p> <p>I, therefore, request you kindly look into the above difficulties that the proposed changes will imply for the normal functioning of the High Commission of India. It is pertinent to mention that the Australian High Commission, on the same street, apparently has been excluded from any proposed changes.</p>	<p>the High Commission of India can register their vehicles.</p> <p>There are a number of changes to the kerbside restrictions along Aldwych to ensure smooth movement of traffic in both directions. This includes areas of double yellow line "at any time" waiting and loading restrictions. The scheme is also introducing loading bays for servicing in areas where stationary vehicles will not affect the flow of traffic.</p> <p>Close to India Place, the Catherine Street junction will be signalised, facilitating pedestrian movement to the area. The same changes have been implemented to Melbourne Place (near the Australian High Commission), where a new set of traffic signals will facilitate pedestrian movements across Aldwych.</p>
3(a)	<p>██████████ Foreign and Commonwealth Office ██████████</p>	<p>Please see the below letter from the High Commission of India. I would appreciate it if the Council will give their concerns due consideration.</p>	<p>See comments 2(a) and (b) above.</p>

APPENDIX A (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ██████████</p> <p>Email dated 4th September 2020</p>	<p>The High Commission of India, London presents its compliments to the Foreign, Commonwealth and Development Office of the Government of the United Kingdom and has the honour to refer to the ongoing consultations on Traffic Management Proposals by Westminster City Council in connections with the Strand Aldwych Public Realm Improvement Scheme.</p> <p>During initial consultations carried out by the Westminster City Council with stakeholders, the High Commission of India had raised its concerns over the project vide letter dated 7th August 2019. However, it is seen that the Strand Aldwych Project proposal (prepared by the Council) forwarded to the High Commission of India on 17th August 2020 does not appear to have addressed them. Our suggestions related to parking spaces, security and services are reiterated hereunder:</p> <ul style="list-style-type: none"> (a) Unrestricted access of High Commission's vehicles to the parking area in the West Courtyard of the Bush House from Strand side; (b) Unrestricted access of services vehicles to High Commission from West Courtyard side (Strand side) for delivery and services through the day (0800 hrs - 1800 hrs); (c) In case of emergency, necessitating evacuation of personnel and public, unrestricted access to the High Commission from India Place; and (d) Unhindered access of public to the consular services counters through the India Place entrance of the HCI London. 	

APPENDIX A (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(b)		<p>In addition to officers of the High Commission, HCI's front entrance is opened for all visitors and distinguished guests e.g. ministers, government officials and foreign diplomats. For this purpose, diplomatic vehicles, private vehicles, coaches etc. often require parking spaces on the Aldwych side & West Courtyard of the Bush House. Hence, parking access of these vehicles to West Courtyard side is crucial for smooth functioning of the mission.</p> <p>According to the proposal, vehicle access for deliveries will be provided only from midnight till 10am. As it is quite evident, diplomatic missions function differently from hotels or commercial entities. As, working hours at the High Commission are from 0915 hours until 1745 hours, entry of vehicles for deliveries and services during office hours is normal and essential. Thus, unhindered access to the parking area for these vehicles is required to continue as at present.</p> <p>It has also been noticed that there is a proposal of two-way bus stops in Aldwych Area and demarcation of a no stop zone there. It may be noted that High Commission usually receives guests from the Aldwych side. Such change would, again, impact on the movement of important visitors to make a long detour. (Aldwych->Strand->Melbourne Place->Aldwych).</p> <p>The esteemed office is, therefore, requested to take up the matter with the Westminster City Council and kindly have the proposal revised taking into account</p>	

APPENDIX A (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>the suggestions / concerns of the High Commission.</p> <p>The High Commission of India avails itself of this opportunity to renew to the Foreign, Commonwealth and Development Office of the United Kingdom Government the assurances of its highest consideration.</p>	
4(a)	<p>██████████ ██████████ Australian High Commission ██████████ ██████████ ██████████</p> <p>Email and letter dated 9th September 2020</p>	<p>We have considered the intended changes including the proposed traffic movements and proposed locations of parking and waiting and loading restrictions and have the following comments:</p> <p>The intended bus stop / stand in Melbourne Place poses security concerns for our mission due to the possibility of large groups of people gathered opposite our loading bay and rear entry doors.</p>	<p>Large groups of people would not gather around the area, the bus stands on Melbourne Place provide a place for drivers to wait to regulate bus services and take their entitled break and are not intended for passengers to embark / disembark.</p>
(b)		<p>Earlier advice indicated that a right-hand turn would be possible onto the Strand from Aldwych, yet the most recent advice indicates this will not be possible. The inability to turn right onto the Strand from Aldwych poses difficulties for our Diplomatic staff and visiting Government Officials travelling to Westminster by car in a reasonable time frame.</p>	<p>From the eastern end of Strand, any vehicle accessing any property within Strand can perform a right turn. The drawings indicate a “no right turn” but this will be indicated with a subplate that provides the following exemptions: “except cycles, buses, taxis and for access”. Diplomatic staff and visiting government officials are able to perform a right turn onto Strand from Aldwych as they are accessing premises or the diplomatic parking bays.</p>
(c)		<p>The reduction in public parking on Aldwych and the Strand sides of our building reduces the lack of parking options for any disabled visitors to our mission.</p>	<p>The number of disabled parking bays is being increased by one across the scheme extent. This parking bay is located on Catherine Street. In line with the City Council policies, the scheme follows the emphasis on promoting the use of public</p>

APPENDIX A (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			transport. All the bus stops along Aldwych will be accessibility friendly.
(d)		Our official vehicles would require free access to both our Diplomatic parking bays on the Strand and to Melbourne Place for access to our goods lift. The proposal is unclear whether we would retain this access.	Access to Melbourne Place and the diplomatic parking bays allocated to the Australian High Commission on Strand will be retained.
(e)		I also refer you to earlier correspondence sent by [REDACTED] [REDACTED] [REDACTED] at the High Commission in January 2018 and March 2019 that raise earlier concerns and comments made by the Australian High Commission London in regards to this proposal.	Noted.

APPENDIX B - RESPONSES FROM STATUTORY BODIES

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1(a)	<p>██████████ ██████████████████████ Taxi and Private Hire Transport for London (TfL) ██████████ Email dated 27th August 2020</p>	<p>My initial comments regarding the proposals to Strand Aldwych Public Realm are as follows:</p> <p>There is a loss of working hours at the rank outside Australia House as its proposed to become a loading bay 6.00am – 10.30am, could that early morning shortfall not be compensated in Surrey Street? Taxi Private Hire may also wish at some point to change the usage of this rank from rest to working due to events such as the fashion show or indeed to cater for new business. Shared usage ranks generally need to be enforced as they are abused by delivery drivers, do WCC have a strategy to deal with vehicles parking in the rank? The trade have asked that this rank is marked taxis on the road surface as plates invariably go missing so the next identifying feature will be these markings, it's also a rank the majority of the time.</p>	<p>The layout of parking provision has been allocated to try to meet the needs of businesses as much as possible and to attend the future parking and loading demands.</p> <p>As a result of the proposed layout, three taxis bays are lost. However, taxis can use the dual use bay (loading bay / taxi rank) outside Australia House on Strand.</p> <p>The hours of the dual use bay has been deemed necessary to cater for the wider needs of other kerbside activities, including parking and servicing. The Traffic Signs Regulations and General Directions (TSRGD) does not permit the "taxi" markings in dual use bays, a clearway line is marked for this purpose. If the bay was to be marked as a taxi rank, the City Council would not be able to enforce the maximum time for loading.</p> <p>Parking services will be enforcing the use of the bays and the public space on a regular basis.</p> <p>There is a public realm scheme in Surrey Street and Arundel Street which is proposed to introduce a new southbound contraflow cycle lane and relocate the existing parking provision to the west side, with a loss of resident and paid-for parking. The entire length of the kerb-side is occupied and no more space available.</p>
(b)		<p>There is also very little rank provision for passengers who may wish to travel west towards</p>	<p>Existing westbound taxi provision includes three taxi bays opposite No. 180 Strand. The proposed</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>Charing Cross or south towards Waterloo, I have concerns that passenger fares may be impacted due to taxis inability to travel from the ranks in a westerly or southerly direction. A journey around the streets will culminate in taxis queuing to get out of Exeter Street and in turn blocking eastbound traffic on The Strand due to the weight of westbound traffic. This may also encourage taxis picking up from the Strand Palace Hotel on Exeter Street to start ranking on the Strand as it will simply take too long to exit. I understand a right hand turn Strand to Waterloo Bridge was also requested as part of the Savoy Street scheme and the demand will be greater now. With local turns being banned I think it will also have safety implications particularly cyclists.</p>	<p>layout provides two bays near the ME London Hotel on Aldwych and three dual use bays outside Australia House on Strand.</p> <p>Better alignment has been provided for the taxi rank in front of the Royal Courts of Justice. Taxis travelling westbound at this location will be permitted to perform a U-turn.</p> <p>Taxis travelling eastbound on Aldwych can turn left into Drury Lane / Kingsway and reincorporate westbound accessing Catherine Street or continue until the Arundel Street junction and do a loop via Melbourne Place to re-join Aldwych westbound.</p> <p>Turning right from Strand into Waterloo Bridge is currently banned except for buses. The new design will allow cyclists to perform this turn as well.</p>
(c)		<p>The Clement Danes rank will have no accessible boarding point as its offside ranking this needs to be rectified particularly given its location where I am sure it will be noticed by users and persons from the legal profession. Any new scheme should consider the needs of wheelchair users which I hope will have renewed importance after the BBC reported concerns around this area recently. This may be possible by providing a single loading point on the northern side of the road.</p>	<p>The scheme improves this area as much as possible. However, this issue cannot be fully addressed without amending the northern footway where the security bollards are placed, which is outside the scope of works for this scheme.</p> <p>Existing bollards on the southern footway will be removed to improve accessibility and the kerbside has been amended to increase the footway space.</p> <p>At the eastern section of the taxi rank there is a length of 30 metres of where the footway is wider than 2 metres to allow comfortable access.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<p>The taxi rank has been retained at the existing location to improve the alignment rather than divide the bays between the footways causing potential clashes with cyclists.</p>
(d)		<p>Only 1 space outside the Waldorf Hotel which can be fast moving in the AM peak may result in passenger delays getting into taxis. The plans drawings show the hotel rank is meant to be fed from the Novello Theatre rank which is to be fed from the Catherine Street feeder to achieve the sightline although I have reservations as there is a busy bus stop in between. I believe that buses will block the sightline particularly during busy peaks and taxis will encroach on the bus stop to counteract this. Options could be a monitor in the same style as Wembley Park or even better Victoria Station. Can WCC advise on the buses per hour that are scheduled to serve the stop between the Waldorf and Novello Theatre and advise as to whether it could also be used as a bus driver change over point which could become a major issue.</p>	<p>There are two taxi bays located on the north side of Aldwych, between Catherine Street and Drury Lane. There are also lengths of double yellow lines in this section of Aldwych which taxis can use to stop and pick-up passengers.</p> <p>The design team is reviewing the visibility splays from the first taxi bay in Catherine Street so the hotel rank can be fed accordingly. At this stage it is believed that the visibility to the rank will be appropriate. However, it is proposed to monitor the situation once the rank is operational and, if required, put in place mitigation to solve any potential issues.</p> <p>It is expected that there will be 34 buses per hour at stop D and 31 buses per hour at stop E.</p>
(e)		<p>There is an overall loss of one space as part of this scheme will WCC be happy to compensate this loss by paying for the installation of a rank outside of this scheme?</p>	<p>There is a loss of three taxi bays as a result of the measures (as shown in the table on drawing no. 70033530-WSP-P01-X-DR-HI-1203-10). However, this loss is offset by the dual use bay (loading bay / taxi rank) outside Australia House on Strand. Therefore, it is considered that there is not an overall loss of taxi spaces.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			The scheme has balanced the loss of all parking activities, especially resident and pay-by-phone parking to retain the public transport allocation as much as possible. The adjacent Arundel Street scheme is providing a better allocation for taxis facing Aldwych by moving them away from the centre of the carriageway and making the rank accessible. This should be taken into account when looking at the wider project area.
(f)		All new taxis are 4.92m in length the provision of a 4.5m taxi bay will lead to overhanging vehicles or some protruding out into the carriageway. 5m minimum should be allocated per taxi and where possible 5.5m.	All taxi bays have been designed to a minimum length of 5 metres. When a greater number of taxis are expected these dimensions have been increased. For example, opposite the Royal Courts of Justice, 54 metres have been provided for 9 taxi bays (6 metres per taxi).
(g)		Drury Lane exit on to Aldwych it appears that the designers have missed an opportunity to improve sightlines, could one of the stops not be moved east of Kingsway as it's an obvious issue for all traffic trying to exit with a bus stop to the west so close to the junction. It may involve shifting bus stopping arrangements around but any bus heading down Fleet St could stop after Kingsway, this would mean moving the PL bays west.	Drury Lane will remain one-way northbound. No vehicle would be accessing Aldwych from Drury Lane. Road markings will indicate that left turn from Kean Street into Drury Lane is banned.
2(a)	<p>██████████ ██████████ Licensed Taxi Drivers Association (LTDA) ██████████ ██</p>	The LTDA is generally supportive of the measures that have been proposed by Westminster City Council with the proviso that once the scheme is implemented it will not lead to increased congestion in the area. We do have some areas of concern as well as other comments / suggestions these are:	Currently eastbound taxis needs to navigate around Aldwych to reach Waterloo Bridge and the proposed design will work under the same principle. Taxis travelling eastbound on Strand wishing to access Waterloo Bridge must continue on Aldwych eastbound, turn right at the Arundel

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ██████████</p> <p>Email dated 28th August 2020</p>	<p>There is no satisfactory route for eastbound taxis in The Strand to be able to go over Waterloo Bridge. We recommend there should be an investigation of allowing taxis as well as buses to be able to turn right from Strand into Lancaster Place. Without this provision it is likely that many taxis will carry out U-turns in Aldwych.</p>	<p>Street junction and then loop around Melbourne Place to re-join Aldwych westbound and Waterloo Bridge.</p> <p>Taxis travelling westbound are also permitted to perform a U-turn on Strand, after the Royal Courts of Justice. It is assumed most taxis would do this, so no major impact is expected on passengers' fares.</p> <p>Solid double lines will be marked on the carriageway on Aldwych to prevent vehicles performing U-turns as this manoeuvre is not considered safe for any road users and will create further delays for traffic in both directions along Aldwych.</p> <p>There is currently a banned right turn from Strand to Waterloo Bridge, except for buses. The new design will also permit cyclists to perform this turn.</p>
(b)		<p>The taxi ranking arrangements for the Waldorf Hotel are unsatisfactory, we are uncertain whether there is a clear sightline from the feeder rank in Catherine Street to the single space rank outside the Novello Theatre. The rank cannot function without a line of sight and if there isn't a monitor would have to be provided or the rank re-located to a position where it can function. Importantly, a single rank space outside the Hotel entrance is insufficient, this is a very busy rank and often there may be more than one taxi required and this could lead to passing taxis being hailed, particularly, if the feeder rank</p>	<p>See comment 1(d) above.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>system is not working efficiently. Should this become an ongoing problem then it is possible that taxi drivers may take matters into their own hands and set up informal ranks of their own.</p>	
(c)		<p>It would be helpful to the trade if there were to be a right turn for taxis from Aldwych westbound into Drury Lane.</p>	<p>Due to the large number of vehicles travelling in both directions along Aldwych, vehicles stopping westbound awaiting a gap to enter Drury Lane would create significant delays and potentially cause an accident.</p> <p>It is intended to introduce a school street in Drury Lane and reduce through traffic as much as possible. Vehicles requiring access to Drury Lane should enter Kingsway northbound and continue on to their destination.</p>
(d)		<p>The rank that serves the Law Courts does not comply with current accessibility requirements because the wheelchair access door is located on the nearside of the vehicle, it would assist if a disabled pick up point could be established on the north side of the carriageway so that people with accessibility issues would not have to cross the road in order to board a cab and wheelchair users access requirements would be provided for.</p>	<p>See comment 1(c) above.</p>
(e)		<p>A small rank to serve the area around Somerset House and Kings College would be a welcome addition to the scheme, it could be located in the 'access only' part of the Strand and would provide a service at a location that can be very busy at times particularly when events are taking place at these</p>	<p>Taxis will not be permitted to enter the pedestrian and cycle zone during the zones hours of operation (between 10.00 a.m. and midnight).</p> <p>Three westbound taxi bays are located outside Australia House on Strand, to serve passengers at</p>

APPENDIX B (CONTINUED)

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		<p>establishments. A rank here would also make up the number of rank spaces pre and post implementation of the scheme.</p>	<p>the eastern end of the pedestrian zone. A taxi rank is also located on Aldwych, outside the ME London Hotel to serve passengers at the western end of the pedestrian zone.</p>
3(a)	<p>██████████ ██████████ United Cabbies Group ██████████ Email dated 1st September 2020</p>	<p>In principle our view would be WCC have tried to accommodate the needs of the taxi trade in making the best use of space in this switch to 2-way traffic flow based on the 10 maps we received and reviewed. There are some outstanding concerns from our review, and I hope I have captured these in a way which is meant in the spirit of trying to make this major scheme work in a balanced way for all users:</p> <p>The map extends as far as Burleigh Street to the west yet reference to a 2 space rank is made for 346 Strand which is the Strand Palace Hotel so clarity is needed if this is to replace the existing rank space in Exeter Street or does this actually relate to the replacement of the 2 existing rank spaces outside No. 1 Aldwych?</p>	<p>There are no proposed revisions to the taxi ranks in Exeter Street. The taxi ranks referred to are located on the west side of Aldwych, outside No. 1 Aldwych.</p> <p>A further taxi rank has been proposed in Catherine Street.</p>
(b)		<p>We appreciate the theatres are unlikely to re-open until 2021 but restaurants and hotels within the vicinity are currently open or begin to reopen. We are pragmatically navigating the current temporary street closures in Covent Garden to support the reopening of restaurants which WCC and Camden have introduced so westbound, particularly north west journeys are limited to less options. Based on the maps, if we pick up from a rank on the northern side of Aldwych where the ranks all face east and</p>	<p>Existing westbound taxi provision includes three taxi bays opposite No. 180 Strand. The proposed layout provides two bays near the ME London Hotel on Aldwych and three dual use bays outside Australia House on Strand.</p> <p>Better alignment has been provided for the taxi rank in front of the Royal Courts of Justice. Taxis travelling westbound at this location will be permitted to perform a U-turn.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>need to go to Waterloo Station we either need to U-turn or will have to go via Drury Lane, Russell Street, Catherine or Wellington Street and then use Exeter Street to get to the Strand and that is only doable if the right turn from the Strand to Lancaster Place is permissible due to the switch to Catherine Street becoming southbound. This would apply for anything travelling to Charing Cross Station or further west. Not only does this increase journey time and cost for the passenger, it also funnels most west or south bound traffic out of Exeter Street, which is narrow and often congested and surely will knock onto the plans we saw recently for Savoy Street, let alone traffic flow on Strand. The only other alternative is to travel up Drury Lane and use Great Queen Street and back down Kingsway; another convoluted trip. It is unclear if a left and right turn from Catherine Street is permissible from the map or even if this will be controlled by a new light phase so if the right turn from Catherine Street onto Aldwych to head south or west is a possibility, even if the right turn was a permitted taxi / cycle only turn, this may resolve the issue of ranks facing east which do importantly meet accessibility needs.</p>	<p>Taxis travelling eastbound on Aldwych can turn left into Drury Lane / Kingsway and reincorporate westbound accessing Catherine Street or continue until the Arundel Street junction and do a loop via Melbourne Place to re-join Aldwych westbound.</p> <p>Currently eastbound taxis needs to navigate around Aldwych to reach Waterloo Bridge and the proposed design will work under the same principle. Taxis travelling eastbound on Strand wishing to access Waterloo Bridge must continue on Aldwych eastbound, turn right at the Arundel Street junction and then loop around Melbourne Place to re-join Aldwych westbound and Waterloo Bridge.</p> <p>Taxis travelling westbound are also permitted to perform a U-turn on Strand, after the Royal Courts of Justice. It is assumed most taxis would do this, so no major impact is expected on passengers' fares.</p>
(c)		<p>This area is key to our trade in terms of work levels, either in bringing passengers to spend money in the local restaurants or shops or to take them home safely late at night after public transport is scarce or stops running. Based on our experience of the early days of the 2-way switch in St. James and Baker Street area, pedestrians take a while to take on board the changes so whilst the rank space</p>	<p>New signalised pedestrian crossing points will be introduced along Aldwych to facilitate permeability between footways. Two new sets of signals will be introduced at Melbourne Place and Catherine Street with pedestrian crossings.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>provided ensures every taxi using the proposed rank space can load or unload a wheelchair, they do however predominantly face east and perhaps we need to consider the type of taxi only turn we have on Marylebone Road from the rest rank when needing to travel east. Whilst we are professional drivers and our vehicle can turn on a sixpence, the narrowing of road space in a busy area with a number of bus routes, the more U-turns you are required to do to get in the right direction based on where the passenger wants to go also increases the potential for conflict with other road users. In busy periods (may seem like future wishful thinking in the current climate) I can envisage passengers rushing across the road to access the 2 westbound facing cabs to avoid the additional cost or time a detour takes.</p>	
(d)		<p>There were no issues with the 2 westbound ranks outside of the ME Hotel but we observed on map 2 loading bays behind so we would need to ensure taxi drivers do not over rank and block the loading bay and delivery drivers do not park and block the rank and run off to deliver which is an increasing issue as space becomes limited.</p>	<p>The City Council will notify Parking Officers to review and enforce this location.</p>
(e)		<p>Whilst we are supportive of the rank spaces in Catherine Street and can see this would feed the 1 space rank outside of the Novello Theatre I went and had a look yesterday and could not see around the corner to see if a taxi on the Novello space had moved. It was harder to see as buses constantly pass and we note between the 1 space outside the</p>	<p>There are two taxi bays located on the north side of Aldwych, between Catherine Street and Drury Lane. There are also lengths of double yellow lines in this section of Aldwych which taxis can use to stop and pick-up passengers. They can also do this on bus stops if necessary.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Novello and the 1 space outside the Waldorf Hotel have a bus stop / stand between the 2.	<p>The taxi rank closest to Catherine Street has been located so that taxis waiting in Catherine Street can see when it becomes available. This will be monitored and if it is deemed to be insufficient further measures would be taken.</p> <p>The great demand on kerbside provision means it is not possible to provide more taxi ranks on Aldwych.</p>
(f)		If it is used by buses as a stand then a bus parked for a break or turnaround of a route would be an issue. The Catherine Street rank would benefit from a monitor or taxi light utilised by the Hotel. Another alternative would be to have a monitor for Catherine Street but have 2 spaces outside the Waldorf or the Novello and rely on the doorman to call the first cab forward.	The bus stops on the west side of Aldwych, between Catherine Street and Drury Lane will not be used as bus stands, only as bus stops. However, the project team will monitor the use of the taxi ranks and kerbside activities following implementation and, if required, mitigation measures will be put in place to improve any issues.
(g)		Overall, we appear to be missing a space and there would be room for a 1 space taxi rank at the south west end of Drury Lane which could support the Aldwych Theatre and the Delauney restaurant.	It is not possible to introduce a taxi rank at this location on Drury Lane as any kerbside activity would affect the operation of the bus network.
(h)		The real issue for us is going to be the no right turn into Drury Lane. To get to say Catherine Street or the Piazza on Russell Street we would pre changes have used Aldwych, Catherine Street and either Exeter then Wellington or Catherine and Russell. So, we have Catherine Street going totally one-way southbound and Drury Lane one-way northbound as current.	See comment 2(c) above.

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(i)		<p>When coming from the east say Fleet Street pre 2-way switch you would of course enter from the left having taken the right turn back from the Strand onto Aldwych when travelling westbound. A no right turn into Drury Lane when travelling west either means a U-turn to access the Waldorf or Aldwych theatre, Delaunay restaurant or having to use Kingsway, Great Russell Street, Long Acre and back south to get back out. It is a long way round and perhaps a permitted taxi turn could work as it is unclear if U-turns are permitted and in terms of reduced road space and traffic flow, buses pulling into bus stops increases the risk of collisions if drivers have to constantly U-turn and will slow traffic down.</p>	<p>Solid double lines will be marked on the carriageway on Aldwych to prevent vehicles performing U-turns as this manoeuvre is not considered safe for any road users and will create further delays for traffic in both directions along Aldwych.</p>
(j)		<p>Finally, whilst Clement Danes is a rest rank and our first ever rank it also does attract passengers coming out of the High Court. The barriers in place, bus stops and the zebra crossing / zig zags do make it challenging to pick up, so passengers tend to come up to the rank. That being said you cannot load a wheelchair from the rank as we need to do this from the left of our vehicle where the ramp is positioned and I could not see space where even a 1 space rank could be moved across the carriageway to achieve this. In view of the recent report by the Disability Advisory Transport Committee I do think due consideration should be given to how this can be rectified in the new scheme.</p>	<p>See comment 1(c) above.</p>
4	[REDACTED]	The Events and Filming Team, and officers	Noted.

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ██████████ Events & Filming Westminster City Council ██████████</p> <p>Email dated 2nd September 2020</p>	<p>specifically working with the 'Bridges' project have been liaising directly with the WSP project manager ██████████ and the WCC project contact ██████████ in terms of the events programme and specific requirements regarding the Bridges project.</p> <p>We have no further comments which have not already been included in the discussions that have already taken place / are continuing.</p>	
5(a)	<p>██████████ Waste & Parks Westminster City Council ██████████</p> <p>Email dated 3rd September 2020</p>	<p>Please can you confirm that waste and cleansing vehicles are considered as "access" into the Strand as per schedules 1 and 2 of the submission.</p>	<p>Cleansing vehicles can access the pedestrian zone and the bus stand area at any time. However, it is recommended that waste collection and maintenance is scheduled outside of the pedestrian zone's operational hours.</p>
(b)		<p>Is there additional funding being proposed as part of the scheme to mitigate the additional street cleansing that will be required?</p>	<p>The project team has been in contact with members of the Waste and Parks team to capture additional maintenance costs for street cleansing and planting.</p>
6(a)	<p>██████████ ██████████ Unite the Union, Cab Section ██████████</p> <p>Email dated 4th September 2020</p>	<p>Unite the union have looked at the new proposals for the Strand and Aldwych; and there are some concerns and a few suggestions.</p> <p>At this time, we cannot afford the loss of any rank space, and in your calculations we are minus three spaces. This is a big loss as a working cab driver experiencing these hard Covid-19 times, and as a result we all as cab drivers look to 'the ranks' for our work.</p>	<p>The drawings do show a loss of three taxi bays. However, this loss is offset by the dual use bay (loading bay / taxi rank) on Strand, outside Australia House. Therefore, it is considered that there is not an overall loss of taxi spaces.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(b)		At Aldwych (between Catherine Street and Drury Lane) we have visually ten cab spaces. Under the new proposal we have two spaces. I feel we could easily increase this by two spaces. The Waldorf could be increased to three spaces (B.S 25 m or 23m as West Aldwych), (T.B 4.5m as outside Novello theatre).	See comment 3(e) above.
(c)		Taxis driving south over the river really need to do a right turn eastbound over Waterloo Bridge with local buses.	<p>Currently eastbound taxis need to navigate around Aldwych to reach Waterloo Bridge and the proposed design will work under the same principle. Taxis travelling eastbound on Strand wishing to access Waterloo Bridge must continue on Aldwych eastbound, turn right at the Arundel Street junction and then loop around Melbourne Place to re-join Aldwych westbound and Waterloo Bridge.</p> <p>Taxis travelling westbound are also permitted to perform a U-turn on Strand, after the Royal Courts of Justice. It is assumed most taxis would do this, so no major impact is expected on passengers' fares.</p>
(d)		Taxis driving from the city wanting to access the Piazza Covent Garden Lyceum theatre etc would want to do a right turn into Drury Lane as Catherine Street is one-way southbound.	See comment 2(c) above.
(e)		The proposed L/B on the Strand west of Surrey Street could be a shared use bay.	The loading bay west of Surrey Street would only be used as a lay-by for vehicles wishing to access the public space while another vehicle is leaving the public space. It would not be used by vehicles

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			for any other purpose due to the need to allow easy access and exit to the public space due to the automatic bollards.
7(a)	<p>██████████ ██████████ Westminster Living Streets ██</p> <p>Email dated 7th September 2020</p>	<p>We applaud the Council's initiative to close the main part of Strand east to motor traffic. This area will be transformed from a noisy, polluted and dangerous road into a wonderful piece of public realm which will only enhance this part of Westminster's appeal as a place to live, work and visit. The appreciation of the many beautiful buildings, particularly the St. Mary le Strand church, will be so enhanced by the ability to walk freely in this space. We are sure, with the adjacent splendid Somerset House, this area will become one of the must-see destinations for anyone visiting London. Will you please ensure that any views of the Church are not obscured by any tree planting?</p>	<p>Westminster Living Streets' support of the scheme is noted.</p> <p>The team is looking carefully at the locations for new trees to avoid blocking views to St-Mary-le-Strand Church.</p>
(b)		<p>Our major reservation is about the provision of a proper cycle route through the area. Unless a proper and protected route is provided around Aldwych, cyclists will just use the new Strand east public space. This is a major commuter cycle route and the huge volume of bikes particularly in the rush hour will seriously conflict with pedestrians enjoying the new public realm. The answer of course is to give the cyclists their own segregated route around the Aldwych. We understand the argument about traffic congestion but a higher priority is to provide safe passage for cyclists. In any case with the traffic levels rapidly decreasing due to COVID and the increased hours and cost of the Congestion</p>	<p>One of the main objectives of the scheme is to provide wider pedestrian footways as a result of social distancing requirements and improve cyclist safety. The scheme is transforming Strand, between Aldwych and Melbourne Place into a pedestrian and cycle zone.</p> <p>Per cyclist guidance, the traffic lanes in Aldwych have been kept at 3.2 metres to avoid cyclists from taking a secondary position and increasing their safety.</p> <p>The traffic surveys conducted in June 2019 (following implementation of the ULEZ) did not</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>Charge plus a further decrease once ULEZ is expanded, one lane in each direction will be quite sufficient for motor traffic.</p>	<p>show any significant change in traffic demand through Strand / Aldwych and that high intervention cycling / bus infrastructure would result in a severe impact on the traffic and network operation.</p> <p>Aldwych is a vital part of the Strategic Road Network. Any impact to capacity will result in displacement of traffic onto local and residential roads, especially around the Covent Garden area. All available carriageway space is required to provide four general traffic lanes and kerbside bus stops, parking and loading areas, while the footway space must be retained for pedestrians and to enhance the public realm. Therefore, there is no scope to provide segregated, mandatory or advisory cycle lanes or bus lanes at this stage. However, the City Council will review traffic flows once the two-way working is in operation, and if demand decreases, general traffic lanes could be reduced from two to one in either direction to provide segregated cycling infrastructure without impacting strategic traffic flows or bus journey times.</p> <p>It is not desirable to permit shared use footway for the entirety of Aldwych because of pedestrian comfort issues and footway infrastructure (e.g. bus shelters, trees, seating etc.).</p> <p>The public space would be a pedestrianised area with low level vehicular traffic. All surfaces would be at the same level, but flush kerbs would be</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<p>maintained to delineate footway and low-level traffic carriageway space. Shared used guidance and accessibility reviews advise have been followed in the design of the public space.</p> <p>The existing carriageway has up to five lanes with weaving on most sections. The proposed scheme will provide two lanes in each direction and minimise this behaviour. The introduction of two-way working will also lower traffic speed.</p> <p>The left-hook conflict on Aldwych at the junction with Catherine Street will be removed. Cyclists will be able to use the carriageway north of St. Clement Danes Church, which will have lower traffic flows than currently.</p> <p>Feeder lanes and a specific cyclist phase on traffic signals have been included at the Lancaster Place junction to improve cyclist safety.</p>
(c)		<p>Finally, will you please take a careful look at the traffic routes surrounding Catherine Street / Exeter Street / Wellington Street. At the moment there are too many pedestrian / motor vehicles conflicts particularly with taxis. Amongst other measures we suggest a no right turn should be introduced on leaving Wellington Street.</p> <p>You need to tackle awful congestion in Strand west by banning left turns from Waterloo Bridge apart from buses and cycles.</p>	<p>There are no civils works planned in Exeter Street and Wellington Street as part of this scheme. However, Drury Lane and Exeter Street will be reviewed in future local safety schemes.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
8(a)	<p>██████████ ██████████ ██████████ Metropolitan Police Service ██████████</p> <p>Email dated 7th September 2020</p>	<p>Although I am not objecting to these plans I would like to highlight the high volume of motorcycle thefts in and around London. I am therefore recommending the following security features to be considered to capitalise on the opportunities to reduce theft of motorcycles / mopeds which are often used to facilitate moped enabled thefts:</p> <p>Ground anchors set within the bay - or robust metal support stands running at the side of adjacent paving - are essential. They provide a firm and immovable object to affix the rear wheel of a motorcycle. If ground anchors are needed, consider installing them at the rear of the bay near any kerb line, with a third party security rating either from Secured by Design, Sold Secure Gold or Thatcham. Be careful to install ground anchors that sit relatively flush to the tarmac surface - this will provide less of a trip hazard. If metal support stands are provided, these should consist of galvanised steel bars (minimum thickness 3mm), with minimum foundation depths of 300mm with welded anchor bars. Ground anchors and / or metal support stands provide a primary point for securing motorcycles, around which other secondary measures can be added by the rider, such as disc locks, grip locks, bike covers etc.</p>	<p>New motorcycle parking bays have only been proposed in Kean Street.</p> <p>Ground anchors are not a standard within the City Council and have not been included in the area. As no major issues regarding motorcycle theft have been raised during the consultation it is not considered necessary to introduce additional protection measures.</p>
(b)		<p>The bay should ideally benefit from good 'natural surveillance'; for example, being overlooked by the clear windows of public buildings and private dwellings. A location directly on a pavement or road with good footfall is also desirable. These features</p>	<p>The motorcycle parking place is located close to a nursery, office retail and residential buildings providing natural surveillance. There has not been reports of vehicle or motorcycle theft from Kean Street in the past.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>ensure there are sufficient people nearby who may notice suspicious activity and contact police. A bay in a secluded area or even one situated on its own within a traffic island site can be targeted heavily as there are no passing pedestrians who may notice a theft taking place. Surrounding buildings with opaque or transfer covered windows will also provide little benefit.</p>	<p>The design of the public space will count also with a curation strategy, to encourage the use of the space to increase passive surveillance, including communal tables, architectural lighting, sounds etc.</p>
(c)		<p>Good lighting can be either public or private. Adequate, uniform lighting should cover the entire parking facility with good colour rendition (the ability to faithfully reveal true colours). This will support easy recognition of individuals, reduce dark, shadowed areas and ensure that the colour of clothing, vehicles, etc., is more accurately replicated. The emphasis should be on installing low glare, high uniformity lighting levels in line with British Standard 5489. The luminaire should be vandal resistant and the light should come from a standard column or be mounted high enough on a nearby building out of reach from interference. Bollard lighting is not recommended - its low level fails to assist facial identification and is more prone to vandalism.</p>	<p>Adequate lighting levels have been procured to discourage crime. The lighting across the scheme has been designed following BS5489 and complies with lighting uniformity and minimum illumination levels.</p>
9(a)	<p>██████████ ████████████████████ TfL ████████████████████ Email dated 8th September 2020</p>	<p>Please ensure that all bus stops and stands have the restriction “no stopping at any time except local buses”. This will avoid illegal parking by coaches and other vehicles.</p>	<p>The scheme will include the requested signs. The signs will be installed by TfL as part of the bus flags.</p>
(b)		<p>The remodelled junction at Catherine Street and</p>	<p>Tracking of the junctions has been done with the</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		Aldwych needs to be tracked for 15m coaches which use this route from the coach parking bays on Russel Street.	15 metre 6WS luxury coach.
(c)		Please clarify the reference to the coach parking bay on Kingsway – there are a large number of coach parking bays located between Aldwych and Kemble and Sardinia Streets. Am I correct in assuming that these bays are not impacted by this scheme overall and the two sections shown are only referred to as they are within the 'red line' of this scheme?	The coach parking places on Kingsway would not be affected by the proposed measures. They are shown on drawings as they fall within the extent of the scheme.
(d)		Is there scope to make some of the bays marked as 'PL' on the eastbound, eastern arm, of Aldwych mixed use with coaches at the same time as loading is permitted? This could be for a maximum period of 20 minutes.	These bays are already proposed to be dual use with loading permitted between 8.30 a.m. and 10.30 a.m. and pay-by-phone parking between 10.30 a.m. and 6.30 p.m. on Mondays to Saturdays.
10(a)	<p>██████████ Westminster Healthy Streets ██</p> <p>Email dated 9th September 2020</p>	We welcome the traffic-free pedestrian and cycle zone on the Strand as a huge improvement to Westminster's public realm, creating space for people and removing dangerous and polluting road traffic. We support this bold step towards creating healthier, people-friendly streets.	Westminster Healthy Streets' support for the scheme is noted.
(b)		However, the lack of any safe provision for cycling on Aldwych is unacceptable. To ride east-west through the area will mean choosing between mixing with four lanes of motor traffic on Aldwych with no safe infrastructure, or mixing with crowds of pedestrians on the Strand, which is likely to cause	The traffic surveys conducted in June 2019 (following implementation of the ULEZ) did not show any significant change in traffic demand through Strand / Aldwych and that high intervention cycling / bus infrastructure would result in a severe impact on the traffic and

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>conflict. Moreover, accessing the pedestrian / cycle zone on the Strand by bike does not look straightforward, involving a complicated set of crossings at the western end.</p> <p>The design of Aldwych should prioritise sustainable travel over space for motor vehicles. For instance, the south side could have a bi-directional segregated cycle track, by relocating parking bays and installing floating bus stops. This would cater for the thousands of people who were already cycling here daily before lockdown, as well as accommodating the many new, inexperienced bike users emerging from lockdown.</p> <p>The design of this scheme as it stands ignores the principles of the new government cycle design guidance, Local Transport Note 1/20, and the government 'Gear Change' vision to put both walking and cycling at the heart of local decision making and to create a coherent, borough-wide network of safe cycle routes. It also misses an opportunity to reduce air pollution by enabling modal shift towards cycling on this important route - which would in turn help the council achieve its goal of being carbon neutral by 2040. We ask Westminster City Council to urgently consider providing for cycling in the Strand / Aldwych scheme.</p>	<p>network operation.</p> <p>Aldwych is a vital part of the Strategic Road Network. Any impact to capacity will result in displacement of traffic onto local and residential roads, especially around the Covent Garden area. All available carriageway space is required to provide four general traffic lanes and kerbside bus stops, parking and loading areas, while the footway space must be retained for pedestrians and to enhance the public realm. Therefore, there is no scope to provide segregated, mandatory or advisory cycle lanes or bus lanes at this stage. However, the City Council will review traffic flows once the two-way working is in operation, and if demand decreases, general traffic lanes could be reduced from two to one in either direction to provide segregated cycling infrastructure without impacting strategic traffic flows or bus journey times.</p> <p>Connection west to east in the area is already provided by the CS3 in Embankment. A link between Q1 in Wellington Street and CS3 has been provided by the Savoy Street scheme by introducing a gap in the existing island and including traffic signals to allow cyclists safe movements.</p> <p>Cyclists are now permitted to turn right from Savoy Street into Strand and from Strand into Lancaster Place.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<p>The number of cycle stands in Aldwych has been significantly increased to cater for cyclist demand.</p> <p>Raised tables and new traffic signals have been included in the major points of conflicts to improve visibility and reduce traffic speed. Wider advanced stop lines (ASL) have been included in all junctions to allow cyclists to position themselves in front of motor vehicles. Lanes will be 3.25 metres wide in line with London Cycling Design Standards, which will encourage cyclists to take a primary lane position.</p> <p>The existing carriageway has up to five lanes with weaving on most sections. The proposed scheme will provide two lanes in each direction and minimise this behaviour. The introduction of two-way working will also lower traffic speed.</p> <p>The left-hook conflict on Aldwych at the junction with Catherine Street will be removed. Cyclists will be able to use the carriageway north of St. Clement Danes Church, which will have lower traffic flows than currently.</p> <p>Feeder lanes and a specific cyclist phase on traffic signals have been included at the Lancaster Place junction to improve cyclist safety.</p> <p>Existing cycling provision at the junction with Lancaster Place has been improved to allow cyclists to turn right from Strand into Lancaster Place. A toucan crossing and dropped kerbs have</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<p>been included so eastbound cyclists can access the public space.</p> <p>A toucan crossing is not needed at the eastern end of the public space as cyclists would not cross motorised traffic. They would exit through the bollards and either use the new contraflow lane on Surrey Street southbound or use Melbourne Place northbound. There is expected to be a low level of traffic as motor vehicles will be prohibited from entering Surrey Street and the section of Strand between Arundel Street and Melbourne Place, except for buses, taxis and access.</p>
11(a)	<p>██████████ ██████████ Confederation of Passenger Transport (CPT) ██████████</p> <p>Email dated 9th September 2020</p>	<p>The Confederation of Passenger Transport UK is the trade association of the bus and coach industry, representing over 1000 operators including large bus and coach companies and numerous small and medium enterprise (SME) companies.</p> <p><u>Introduction</u></p> <p>As an industry, we welcome any balanced proposals which will improve travel in the Capital, enhance the environment, making it more attractive and appealing to Londoners and visitors alike.</p> <p>As noted in our response to the previous consultation on this scheme in March 2019, it is without question that there are issues in the Strand / Aldwych area which can be addressed and CPT fully supports the broader aims, however we would once again welcome confirmation that the scheme</p>	Noted.

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>considers the needs of all stakeholders and that the final result not only delivers the desired benefits to the area, but also makes it fit for purpose. There are a number of matters in particular we would raise.</p> <p><u>General</u></p> <p>Tourism is an integral part of London's economy and the coach industry plays a major role in the transport infrastructure that supports it, providing travel links, particularly for groups, those with impaired or restricted mobility and those who have particular needs requiring special attention - children and visitors for whom English isn't their first language for instance, all of which supports the City's tourism and commerce.</p> <p>CPT broadly supports any measures which will reduce congestion, allow traffic to flow freely, improve air-quality and increase the efficiency of transport in the capital by focussing the limited road space on those modes which can make the greatest contribution to these aims.</p>	
(b)		<p><u>The Proposals</u></p> <p>With regard to the proposals, CPT would wish to raise the following general points:</p> <p>CPT applauds all efforts to improve the urban realm of the Capital and it is beyond doubt that this particular locality fails to live up to the expectations</p>	Noted.

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>of visitors. Whilst welcoming efforts to improve this, we would seek assurances that these changes will not in any way serve to disadvantage visitors, to prominent facilities in the wider area, the theatres, retail, hospitality and entertainment in Covent Garden etc.</p> <p>In considering the role of the coach industry in servicing the needs of the theatres, cultural centres and leisure facilities, CPT would wish to highlight the part that coaches play in providing safe, environmentally friendly, practical and affordable transport to visitors from across the globe. They offer a safe, secure and easily controlled travelling environment for potentially vulnerable customers such as children, those for whom English is not their first language and high profile groups. This has made coaches their travel mode of choice. Never has this been more appreciated than it is now when COVID risks which can be much more effectively controlled on a chartered coach than on public transport are taken into account. Other factors such as accessibility and ease of baggage handling are also critically important, making ease of access to facilities such as hotels crucial. Again, minimising the handling and potential for cross infection is of paramount importance.</p> <p>CPT endorses the general principle of improving the urban realm of the Capital, providing a safer and more appealing environment for pedestrians and cyclists and accepts the need to reallocate a proportion of available road space to achieve this.</p>	

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>The A4 (Strand/ Aldwych) is still a key artery connecting the City of London with Westminster, all the more so since the reduction in road space along the Embankment. Alternatives to using this are limited and as it appears that the capacity for through traffic will be restricted as a result of these proposals, we would welcome confirmation that either this is not the case, or the mitigations which are planned to overcome this. If the route capacity is restricted, the impact on businesses in all sectors could be hugely significant.</p>	
(c)		<p>Dealing with the specific proposals of the traffic orders themselves, we would wish to comment on the following areas specifically:</p> <p><i>Coach Parking in Kingsway – potential loss of amenity</i></p> <p>The Kingsway coach bays have proved to be of value not only to coaches with customers visiting the theatres and cultural venues in the immediate vicinity, but also those slightly further afield in Camden, Southwark, Lambeth and the City of London, as well as in Westminster. CPT has made on-going representations that the time restrictions applicable to the use of these bays have served to ensure this value has never been maximised and it's disappointing to see that this potential has not been included in the proposals under consideration here. We would therefore seek inclusion of two things:</p>	<p>The coach parking places on Kingsway would not be affected by the proposed measures. They are shown on drawings as they fall within the extent of the scheme.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<ul style="list-style-type: none"> Absolute confirmation there is no question of the coach parking facility being reduced as a result of these proposals. Whilst we understand that the sections of carriageway beyond the area of the orders are beyond the scope of this consultation, confirmation of this would be welcome particularly as the plans suggest that only 16m north and 34.5m southbound will remain. As Appendix A suggests, this is significantly less than that which currently exists. 	
(d)		<ul style="list-style-type: none"> That the decision not to consider the removal of the peak time exclusion of parking (before 10am and between 4pm-7pm) is reviewed and that this is included in the scheme. This was first discussed with City of Westminster in 2015 and an agreement in principle to extend the hours of operation through the peak periods we understood had been reached, subject to any required consultation process. The cost of this together with the associated Traffic Orders, appeared to be the only issue preventing this having taken place previous to now and CPT would urge that these changes to Kingsway are included in this overall scheme. 	<p>It is not possible to revise the hours of the coach parking places at this time. Modelling shows that a reduction in the number of lanes on Kingsway will result in longer delays to traffic and buses.</p> <p>Traffic surveys will be conducted following implementation and the City Council will compare traffic flow with the projected flow. If the demand in Kingsway is not as high as predicted the City Council can review extending the hours of the coach parking places.</p>
(e)		<p>We understand from the initial discussions during the consultation period that the traffic modelling has been based on two lanes southbound during the peaks, though it's unclear whether this is also the case northbound. Both north and southbound</p>	<p>The City Council will review the tree canopies and maintain tree clearance along Kingsway to ensure the route is available to all bus lane users, including buses, taxis and cyclists.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>carriageways are currently marked as bus lanes which on account of the overhanging trees, only single deck buses can actually use. As this precludes buses on all bar one route (which is southbound only) from using this carriageway and as the only the only traffic which can use would be taxis and cycles, it would appear to be a wholly inefficient use of space that could be utilised. This is particularly apparent during the evening peak on the northbound carriageway when a substantial proportion of the traffic originating from Waterloo Bridge (including the 521 bus service) bypasses the stretch as it uses the underpass.</p>	
(f)		<p>We would also seek consideration of the bays being opened to overnight parking. As the bays have little residential accommodation in close proximity, they could serve to help alleviate the chronic shortage of overnight coach parking in Central London which currently threatens the market for theatre themed short breaks, a revenue stream which supports both the cultural and hospitality industries. As the recovery for the entertainment and hospitality sector in London will initially be based around a much higher proportion of domestic demand, this is a great opportunity to help kick-start that sector by encouraging more groups from the home market and to encourage travel by what is regarded as the most environmentally friendly mode of motorised road transport.</p>	<p>See comment 11(d) above.</p>
(g)		<p><i>Access to Drury Lane – Additional journey time and distance implications</i></p>	<p>Due to the large number of vehicles travelling in both directions along Aldwych, vehicles stopping</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>The changes to access Drury Lane from Aldwych for westbound traffic have the potential to increase journey times and more critically, result in significant additional traffic along Kemble Street and adjacent side streets as coaches approach from Aldwych westbound serving Theatreland via the bays in Russell Street, will be routed via Kingsway and Kemble Street. Whilst this is already a recognised route, given the largely residential nature of Kemble Street, any increase in traffic such as would likely result from this would inevitably result in it becoming an issue.</p>	<p>westbound awaiting a gap to enter Drury Lane would create significant delays and potentially cause an accident.</p> <p>There are no changes to the access to Drury Lane from eastbound traffic in Aldwych.</p>
(h)		<p><i>Access to / from Catherine Street – Additional journey time and distance implications</i></p> <p>Whilst the change at the junction with Aldwych and the creation of exit only, has benefits, we would highlight that the removal of any option for traffic to return to the Strand westbound or Waterloo Bridge southbound, will result in substantial additional journey times and mileage for larger vehicles for which the exit via Tavistock Street or Exeter Street is unsuitable. We would welcome acknowledgment not only that this could be an issue and would welcome discussions on any measures which could be implemented to mitigate this impact.</p> <p>Re-location of the Russell Street bays may be one option to consider and we would be happy to engage on this possibility.</p>	<p>Russell Street is not part of the project extents and it is recommended that CPT contact the City Council directly to discuss these suggestions.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>We would also highlight the need for kerb lines and street furniture which are to be modified as a result of the changes to allow for the maximum length of large, commercial vehicles to safely navigate.</p>	
(i)		<p><i>Catherine Street bus stands</i></p> <p>It is disappointing that the bus stands previously in use for the now defunct RV1 have not been considered for expansion of the coach facilities to serve Theatreland. These bays have been used by coaches since the RV1 was discontinued and they became unused by TfL buses (as we understand it, the Traffic Orders in place did allow this) and we're not aware of any issues arising as a result. Whilst we would refer to the difficulties the new arrangements for Catherine Street and the lack of any access to Strand / Waterloo Bridge may cause, it is widely recognised that there is a lack of parking for the coaches which serve central London attractions and this will restrict the contribution that the industry can play in generating footfall to the entertainment and retail sector in the area.</p> <p>CPT would urge is consideration is given to these bays being re-classified for the use of coaches or alternatively that alternative locations are considered, which could involve re-location of the Russell Street bays.</p>	<p>The RV1 stands have been repurposed to taxi facilities to offset the loss of the existing feeder taxi rank in the centre of Aldwych. The kerbside space has been carefully allocated considering the future use of the space and the mitigation of major loss to public transport within the scheme.</p>
(j)		<p><i>Kerbside access to the London School of Economics – loss of amenity</i></p>	<p>The dual use bays can only be used by vehicles loading and for paid-for parking.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>CPT are aware that coach access to the LSE is required for both Student and Academic groups, for conferences and events in particular. Whilst the Kingsway bays generally serve the purpose for this, timings and availability often require the use of the yellow lined areas on Aldwych. The wide road space makes these particularly suitable. CPT notes the designation of “Dual-Use Bays” on the eastern arm of Aldwych, eastbound and we would request clarification of the permitted use of these bays and suggest that coaches be permitted if the current proposal doesn’t allow this.</p> <p>We would also request that the loading bay on Aldwych eastern arm, eastbound is designated as a “mixed use” bay. This arrangement has been implemented successfully elsewhere and would be of benefit at this location.</p>	<p>The loading bay to the east of Aldwych is required to provide servicing arrangements to the eastern side of Aldwych, including the Post Office and several office space buildings.</p>
(k)		<p><i>Kerbside Access to Waldorf Hotel – loss of amenity</i></p> <p>The proposals remove all access to the Waldorf Hotel for vehicles other than local buses or taxis, something which will be a huge blow to the high spending tour, corporate and conference group clients who use the hotel and travel to other venues by coach.</p> <p>CPT would urge that the existing yellow lined area is retained which will allow customers of all modes of transport to board and alight as close as possible to the hotel entrance. It is unacceptable that one mode should be favoured over another in this way.</p>	<p>The kerbside space has been carefully allocated considering the future use of the space and the mitigation of major loss to public transport within the scheme. Public transport has been given higher priority to match the higher demand.</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>This kerbside is also used on occasions by coaches servicing the Novello and Aldwych Theatres, particularly when passengers with impaired mobility are being carried.</p>	
(l)		<p><u>Summary</u></p> <p>Whilst this project has great merit in unlocking the prosperity of an under-utilised area of the Capital, we would urge consideration of the changes outlined, those relating to Kingsway coach parking and the access to the Waldorf Hotel in particular, and that the plans draw a fairer balance across the interests of all stakeholders.</p> <p>CPT is of course willing and available to discuss any aspect of the proposals, the consultation or our response and we look forward to hearing more on this in the near future.</p>	Noted.
12(a)	<p>██████████ ██████████ London Living Streets ██████████ ██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>We strongly support the City of Westminster proposals to close the main part of Strand east to motor traffic.</p> <p>This will transform a noisy, polluted and dangerous road into a wonderful piece of public realm which will only enhance this part of Westminster's appeal as a place to live, work and visit.</p> <p>The appreciation of the many beautiful buildings, particularly the St. Mary le Strand church will be so enhanced by the ability to walk freely in this space. This area will become one of the must-see</p>	London Living Streets' support for the scheme is noted.

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		destinations for anyone visiting London.	
(b)		<p>Our concerns about the plans are as follows and we hope that these will be taken into consideration:</p> <p>Cycle Routes. Unless a protected route is provided around the Aldwych, cyclists will just use the new Strand east public space. This is a major commuter cycle route and the huge volume of bikes particularly in the rush hour will seriously conflict with pedestrians enjoying the new public realm. We propose that cyclists are given their own segregated route around the Aldwych ideally separated from other traffic or alternatively as part of a 24/7 bus lane. One lane for general traffic in each direction will be sufficient and will allow space for safe cycling and rapid movement of buses.</p>	See comment 7(b) above.
(c)		In the traffic routes surrounding Catherine Street / Exeter Street / Wellington Street, at present there are too many pedestrian / motor vehicle conflicts particularly with taxis. Amongst other measures we propose a no right turn should be introduced on leaving Wellington Street.	The Savoy Street scheme addresses this issue by providing a safe green time phase for cyclists to turn right southbound into Strand without conflict with general traffic.
(d)		We would suggest that Drury Lane and Tavistock Street should be two-way for cyclists throughout their lengths.	The junction of Aldwych and Drury Lane is currently used by large vehicles to access the Covent Garden area and its width doesn't allow for safe contraflow cycling. Cyclists are encouraged to use Catherine Street to travel southbound, which will become one-way with a new signalised junction with Aldwych to allow safe turns into Aldwych.

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(e)		<p>We would also suggest that if the right turn onto Waterloo Bridge (from Stand West) is to be bus only (along with cycles we presume), we also propose that the corresponding left turn from the Bridge should also be bus and cycles only. This would support the aim of traffic reduction in the congested Strand west area.</p> <p>Overall of course a great and transformative scheme.</p>	<p>Traffic modelling has shown that the left turn from Waterloo Bridge is necessary to allow connectivity within the network and keep through traffic via the Strategic Road Network. Prohibiting this movement will displace traffic via Strand into neighbouring residential areas like Covent Garden.</p>
13(a)	<p>██████████ ██████████ London Living Streets ██████████ Email dated 25th August 2020</p>	<p>We have the details of the Strand / Aldwych proposals and are keen to comment on them. However, there are a number of details that are unclear from the plans which you may be able to help us with:</p> <p>Where are the kerbs in the pedestrianised area? One set of plans shows changed surface treatments and features but it does not match up with the plans that show parking restrictions as broken yellow lines.</p>	<p>The pedestrianised area in Strand will no longer have any kerbs, there will be a flush surface.</p> <p>Yellow lines are not required within pedestrian zones. Loading is only permitted in signed bays, which will be clearly indicated on site with signs showing the hours of operation (between midnight and 10.00 a.m.).</p>
(b)		<p>Could we have a key to show what the different elements are on the first big plan (called initial plan) that says "NOTES: FOR KEY AND GENERAL INFORMATION REFER TO 70033530-WSP-P01-X-DR-HI-0100" but there is no further information in the documents.</p>	<p>Drawing No. 70033530-WSP-P01-X-DR-HI-0100 has been provided to ██████████</p>
(c)		<p>If there are kerbs in the pedestrianised area - how high are they and where are any dropped kerbs located.</p>	<p>There will not be any kerbs in the pedestrian area on Strand, there will be a flush surface. A series of street furniture and vertical features will contain</p>

APPENDIX B (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			access traffic to designated areas to access Montreal Place and the loading bays.
(d)		Will push-bikes be allowed in the whole pedestrianised area? Will there be any limitations?	Pedestrians and all types of non-motorised bikes will be permitted within the pedestrian and cycle zone at all times.
(e)		Will EAPCs and the new e-bike trial vehicles be allowed in the pedestrianised area?	Electrically assisted pedal cycles (EAPC) will be permitted to enter the pedestrianised area as they are defined as pedal cycles within the TSRGD.
(f)		If cycles are allowed in the pedestrianised area - where do they gain access / egress at the western end of the pedestrianised area?	A toucan crossing and dropped kerbs have been included so eastbound cyclists can access the public space.

APPENDIX C - RESPONSES FROM BUSINESSES

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1	<p>██████████ ██████████ St Clement Danes C of E Primary School ██████████</p> <p>Email dated 24th August 2020</p>	<p>As per previous discussions, I would be very keen to ensure that traffic coming up Drury Lane past our primary school does not increase as part of the development. I would like concrete reassurances on this.</p> <p>I'm sure you'll agree that protecting the safety and health of the youngest and most vulnerable members of our community who spend their days close to the development must be a central priority.</p>	<p>The traffic modelling undertaken, based on traffic surveys in 2017, predicted that under the proposed scheme the traffic flows on Drury Lane would be the same as existing in the morning peak (between 8.30 a.m. and 9.30 a.m.) and have an increase of ~75 vehicles in the evening peak (between 5.30 p.m. and 6.30 p.m.), which is after the end of the school day. This was based on where traffic was coming from and going to and how it would achieve that under the proposed scheme.</p> <p>Since the time of the surveys in 2017 traffic levels have been decreasing due to the implementation of the Ultra Low Emission Zone (ULEZ). Other schemes and policies proposed within central London have aimed at restricting the volume of traffic able to reach, and going through, Aldwych and its surrounding roads. Specifically, the Drury Lane School Street, which restricts traffic access at the start and end of the school day, and the Covent Garden Traffic Study, which aims to reduce through traffic from Covent Garden. Drury Lane has been identified as one of the routes used by through traffic and so the scheme aims to stop these vehicles from entering Covent Garden (and therefore Drury Lane). Monitoring will be in place to check traffic volumes on Drury Lane following implementation.</p>
2(a)	<p>██████████ ██████████ On behalf of HM Courts and</p>	<p>██████████, on behalf of our client HM Courts and Tribunals (HMCTS) is instructed to respond to the above consultation in relation to the</p>	<p>Noted.</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>Tribunals Service [REDACTED]</p> <p>Letter dated 7th September 2020</p>	<p>proposed Traffic Orders that are proposed as part of the Strand Aldwych Public Realm Improvement Scheme.</p> <p>HMCT operate the Royal Courts of Justice (RCoJ), which are located on the Strand to the north of St. Clement Danes Church. The RCoJ estate extends from Clements Inn in the west to Montreal Place in the east. The proposed Traffic Orders propose a number of amendments to the highway that will affect the operation of the RCoJ. We set out below the changes to the existing highway that will cause difficulties to the operation of the Court.</p>	
(b)		<p><u>Two-way traffic on the Strand to the south of St. Clement Danes Church and a pedestrian and cycle zone between Lancaster Place and Melbourne Place</u></p> <p>Although it is understood that access will be allowed by users of the Courts along the pedestrian and cycle zone from a westerly direction, HMCTS are concerned about how this pedestrian / cycle zone (referred to on the plans as a bus gate) will be monitored. There is potential here if cameras or similar are installed, for bona fide visitors to the Court to be issued with fixed penalty notices. In addition, if this method of control was used it could result in senior judges being caught on camera, thereby raising privacy issues, particularly where they are involved in sensitive cases. The preference of HMCTS is that no monitoring takes place along this section of the Strand to the north of St. Clements Dane. The Council may wish to consider</p>	<p>The northern section of St. Clements Danes Church is not proposed to become a pedestrian and cycle zone, the plans indicate a new “bus gate” restriction for this area. Cycles, buses and taxis will be able to enter the “bus gate” at any time from the west. The restriction includes an exemption for access, meaning all vehicles accessing the Royal Courts of Justice off-street premises, shown in the plans as “Clements Inn” will be permitted to use the space.</p> <p>The City Council is not proposing to use CCTV monitoring to control access to the bus gate at this stage. The access, and its compliance, will be reviewed and monitored following implementation with appropriate mitigation measures to be considered.</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>the use of suitable differentiating materials between the main highway and this stretch of the Strand as a way of providing a clear signal to drivers of highway priorities in this location. This together with any signage should provide a suitable solution for controlling access into this area without the need to use a system of cameras.</p>	
(c)		<p>Currently, a number of the senior judges, officials of the court and delivery personnel use the Quad (to the east of the main RCoJ entrance) to access / egress the premises. Vehicles exiting from the Quad currently turn right onto the Strand, joining the main traffic just west of Montreal Place. This allows easy egress from the Court premises and limits conflict. The proposed new layout will cause potential conflict as vehicles wishing to go in a westerly direct would need to cut across the traffic heading east. Given that the traffic in this location is generally heavy, HMCTS have serious concerns that users of this access point will get boxed in at busy times with traffic queuing across this gateway. The Council needs to give the design of this area further consideration in order to ensure that users of the RCoJ who use this access point are able to access the highway freely at all times.</p>	<p>Strand, north of St. Clement Danes Church will be one-way eastbound. Vehicles will be able to perform a U-turn between the end of the central paving island and the start of the zig-zag markings. This has been designed to allow eastbound traffic to make a U-turn.</p>
(d)		<p>HMCTS have also raised some concerns that the new road layout will result in additional noise impacts for those using facilities at the front of the building, which includes some High Court hearings. The courts have a responsibility to hear cases fairly and ensure that justice prevails. Therefore, although</p>	<p>A noise impact assessment was carried out comparing the noise levels with the current layout and the future layout with and without the scheme. The outcome of this assessment was that there would be a negligible increase in decibels around HMCTS.</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>HMCTS do not object to the principles of the Strand Aldwych Masterplan proposal it is essential that the RCoJ are able to continue to run their operations without hindrance.</p> <p>The protection of the amenity of existing business from potential noise disruption is covered in paragraph 180 of the National Planning Policy Framework (NPPF) which states that <i>planning policies and decisions should ensure new development is appropriate for its location.. in so doing they should a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts.</i></p> <p>Paragraph 182 of the NPPF states that planning policies and decisions should also ensure that new development can be integrated effectively with existing businesses.</p>	<p>For every address point, the software has been used to generate evenly spaced receiver (or calculation) points around the outside of the buildings, to represent windows potentially serving noise-sensitive spaces within. In this regard, the assessment is worst cast scenario, assuming that all uses within each building have windows on all aspects of the building's exterior.</p> <p>There are some 1,430 residential and 1,582 non-residential addresses accounted for within the noise model. The vast majority of addresses are predicted to experience a negligible change in conditions (i.e. less than +/- 1 dB).</p>
3(a)	<p>████████████████████ ██████████</p> <p>The London School of Economics and Political Science (LSE) ████████████████████ ████████████████████ ████████████████████</p> <p>Letter dated 9th September 2020</p>	<p>The London School of Economics and Political Science hereby formally objects to the proposal.</p> <p>The London School of Economics is one of the foremost social science universities in the world. It has been in existence for 125 years and is a major stakeholder in the area located in a prominent position in the Aldwych. It has a duty to protect the health and wellbeing of its students and staff. Accordingly, this objection is made on the following grounds:</p>	Noted.

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(b)		<p>There has been no comprehensive data collection and subsequent modelling of the environmental impact of the scheme in respect of pollution (NOX and particulates) and noise, this is particularly important for the north side of Aldwych which will be impacted by vehicle pollution.</p> <p>To be more specific we would have expected that for a scheme of this cost and magnitude the Council would have produced a verifiable set of base data for both NOX and particulates and for this pollution sampling to have been taken on both the south and north side (east and west quadrants) of the Aldwych. Furthermore, this pollution data should have been undertaken prior and post the implementation of the ULEZ.</p> <p>There has been a fundamental error of approach in relation to this scheme namely that it uses the positive effects of the ULEZ which is nothing to do with the scheme (and would have happened with or without the scheme) to offset the negative externalities (pollution) to the north side of Aldwych caused by increased traffic flow. We already know that the Aldwych is one of the most polluted traffic hotspots in London. The imposition of the ULEZ made significant improvements to pollution levels and from the limited modelling produced to date it is apparent the imposition of the Strand/Aldwych traffic scheme if implemented will worsen pollution on the north side of the Aldwych returning them to the dangerous pre-ULEZ levels.</p>	<p>A review of air quality has been undertaken by the City Council as part of the design process. No significant negative impacts to the overall area have been identified and, against a baseline of 2017 data, pollution levels are predicted to be lower across the whole project area. The City Council appreciate that in closing Strand to vehicular traffic, the displaced traffic is expected to be diverted along Aldwych as the closest alternative route. However, it is not considered that the changes to Strand and Aldwych will ultimately increase traffic volumes in the area overall. As the highway authority for Westminster, it is the City Council's duty to review all benefits and potential impacts of changes made in developing such public realm schemes.</p> <p>Officers have reviewed the concerns regarding potential air pollution and consider that the area as a whole will not be adversely impacted. Officers are of the view that any localised impact on air quality within the project area will be offset by the numerous other benefits that will be achieved by the introduction of this scheme overall including, improved connectivity, increased and enhanced walking and cycling provision, increased planting and tree volumes etc. Additionally, an Air Quality Mitigation Action Plan is being developed containing a series of measures aimed at improving air quality over time in the area overall. Officers will continue to review the potential impacts of the scheme through its development and implementation, including that associated with air</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>In respect of the businesses, institutions and communities located on the north side of the Aldwych, the scheme as currently proposed fails one of its key objectives namely: <i>“Reduce congestion, improve air quality and journey times, with associated positive impacts on health and associated economic benefits”</i> Returning pollution to pre-ULEZ levels neither improves air quality for our staff and students nor will produce a positive impact on health.</p> <p>LSE has consistently argued for a number of years that for it to be able to support this scheme, it would need to see verifiable data and modelling to demonstrate that its imposition would not adversely impact the health and wellbeing of our students or staff. Despite repeated requests this has not been forthcoming. We have always been open to constructive dialogue, but this has not produced the requisite information and regrettably with the publication of this Traffic Management Order we have no other option but to formally object to its implementation and appoint legal counsel in order to pursue this further.</p>	<p>quality and noise, but will continue to review this from an area-wide perspective rather than for localised sections of the highway.</p>
4(a)	<p>██████████ ██████████ One Aldwych ██████████ ██████████████████ ██████████████████</p> <p>Email and letter dated 9th</p>	<p>One Aldwych remains supportive of the overall aims and objectives of the scheme, but we remain concerned about the increased limitations on guest access to the front of One Aldwych hotel. In relation to this concern we find that in the plans provided for the consultation that there is an element of the scheme which we were not expecting and are not in agreement with, namely:</p>	<p>The length of the waiting restriction between the taxi rank and the bus stop will be amended to allow 15 metres of double yellow lines, by relocating the taxi rank slightly further south and shortening the bus stop slightly to accommodate this.</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	September 2020	<p>Length of waiting restrictions between taxi rank and bus bay. We have been advised in previous meetings and emails that the length of the double yellow lines outside One Aldwych - between the taxi rank and the bus bay was due to be increased from 6m to 15m. This was set out in NRP's email of 10th April 2018 as <i>"The proposed design will maintain the taxi bay for two taxis, then provide 15m of double yellow line outside the front of the One Hotel and then have the tour bus stop"</i>. The TMO plan shows however that this stretch of double yellow line is proposed to be 11.5m, not 15m. We ask that you amend this to be the longer length that was originally indicated to us, to provide good access to our front door in what will be overall a much more restricted situation.</p>	
(b)		<p>In addition the bus bay. We remain concerned that the angle of the taper into the buildout for the proposed bus bay is still not adequate to allow buses to join the traffic lanes smoothly and that this could cause an unnecessary build-up of blocked buses in this area.</p> <p>We ask that you review these two elements of the design.</p>	<p>The location of the bus stops, and allocation of services, has been identified in liaison with Transport for London (TfL). Colleagues from planning and operational teams at TfL have approved the design and have not indicated that the angle of tapers would affect the operation. Furthermore, vehicle tracking has been undertaken showcasing all bus manoeuvres are possible and buses can pull out smoothly into the traffic lanes without causing unnecessary disturbance to traffic.</p>
5(a)	<p>██████████ ██████████ ME London ██████████</p>	<p>We would like to request a "drop off" area close to the front entrance of the ME London Hotel for guests arriving at the ME London Hotel by car. The hotel offers valet parking services and for the guest</p>	<p>A loading bay is positioned outside the ME London Hotel which vehicles can use to drop-off and pick-up guests for up to 30 minutes.</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>journey, it is important to have the facility available. A “drop off” (PL) bay area of 13.5m in front of the TB would be sufficient. Restricted parking time of 30 minutes would be sufficient. Alternatively request to extend the TB and change to TL.</p>	<p>The taxi trade has requested a taxi rank at this location, to primarily serve the ME London Hotel, segregated from any loading activities.</p> <p>The taxi rank cannot be relocated as doing so will affect the stacking capacity of the left lane in advance of the junction and the safety of cyclists joining the feeder lane.</p> <p>All kerbside restrictions will be monitored following implementation and, if required, mitigation measures will be put in place to re-assign or balance the kerbside to better reflect demands. However, at this stage the project team believes the current design provides the better balance for drop-off, servicing, taxis and the operation of the signalised junction at this particular location.</p>
(b)		<p>Due to the limitation for access / delivery until 10am at Montreal Place, we would require a loading bay area on the left side of Montreal Place. The majority of deliveries will arrive between 7.00am - 9.30am. The goods delivery will need to be transported to the lower ground floors of the building via the goods lift. In order to provide an efficient process and ensure delivery time kept as short as possible, additional space is required on the ME London side of Montreal Place.</p>	<p>The design includes a loading area on the north-east side of Montreal Place. Placing a loading bay on the south-west side of Montreal Place will block vehicular movement to the entrance of the Indian High Commission to the east.</p>
(c)		<p>For the ME London Hotel it is important to have access to the Marconi House parking garage (access via Montreal Place) at any time, due to valet parking for guests. In addition, for maintenance and</p>	<p>A new security rated line of bollards would be installed to protect the public space between 10.00 a.m. and midnight. From midnight, the bollards on the eastern side would drop and access</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>events at the hotel, access is required to Montreal Place in order to deliver / collect goods and access the building via the goods lift. This access may be restricted by means of digital passes to open gates / barriers.</p>	<p>to the area would be permitted to allow for deliveries, servicing, maintenance, rubbish collection and access. However, the City Council are aware of residential access to off-street premises at Marconi House, and this will be permitted at all times. An identification system (by means of digital passes as mentioned, or similar) will be put in place where ME London Hotel will have access to the car park access in Montreal Place at all times.</p>
6	<p>██████████ ████████████████████ ██████████ ████████████████████ ██████████</p> <p>Email dated 3rd September 2020</p>	<p>We have no concerns with the final outcome of the plans. However, we are concerned in terms of access to our building at ██████████ during the Strand / Arundel phase of the works. Your plans indicate that there is no waiting time along the East side of the Aldwych and along onto the Strand. This would pose a problem for us in terms of waste collection vehicles, deliveries of supplies and urgent couriered items.</p>	<p>A loading bay is proposed on the north side of Aldwych, east of Melbourne Place, (approximately 30 metres west of No. 265 Strand). This loading bay, which will be in operation at any time with a maximum stay of 30 minutes, can accommodate all on-street loading, deliveries and servicing for the building.</p> <p>Waste collection vehicles will be able to access Strand (north of St. Clement Danes Church) as they will be included in the exemption.</p>
7(a)	<p>██████████ ████████████████████ ██████████ ████████████████████</p> <p>Email dated 8th September 2020</p>	<p>I have now considered the plans and proposals on behalf of our client and I now have a few observations and questions to raise below on the two Bush House courtyards.</p> <p>East Courtyard – there are two vehicular accesses to this courtyard, one from the Strand and one from Melbourne Place. I presume vehicular access would be permitted through the Strand gates from midnight to 10.00am and there would be unlimited access</p>	<p>Vehicular access will be permitted through the Strand gates from midnight until 10.00 a.m. and access through Melbourne Place gates will be permitted at any time.</p>

APPENDIX C (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		through the Melbourne Place gates but please confirm.	
(b)		West Courtyard – there are two vehicular accesses to this courtyard, one from the Strand and one from Montreal Place although the gates to the latter have been unused in recent years. Our client has legal commitments with some of its tenants to provide car parking spaces within this courtyard and please advise on what provisions can be made to enable a continuation of access to these spaces in the courtyard.	Access to the west courtyard via Strand will be maintained only for emergency reasons. The area between St. Mary-le-Strand Church and Bush House will be predominately planted to create the new 'Sanctuary Gardens'. Access paths will be retained to maintain emergency access. However, it won't be appropriate to maintain frequent car park access via this section of the public space without great conflict to pedestrians. The project team would strongly recommend reinstating Montreal Place as the main access and egress point to the car parking spaces within the west courtyard. To access Montreal Place all traffic will have to cross the security gate at the Surrey Street junction. Access to Montreal Place will be open to everyone between midnight and 10.00 a.m. (for servicing, deliveries and refuse collection). Between 10.00 a.m. to midnight anyone requiring access the public space will need special clearance to access off-street premises. The project team will be in touch with Bush House and its tenants in due course to provide special passes to users of the car park.

APPENDIX D - RESPONSES FROM RESIDENTS

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1(a)	<p>██████████ ██████████</p> <p>Email dated 24th August 2020</p>	<p>As residents at ██████████, overall we are supportive of the proposals to improve the area, reduce traffic noise and improve air quality. Please can you clarify the following:</p> <p>how will residents be able to move house / take deliveries at their properties? Will there be barriers or bollards to prevent vehicles accessing?</p>	<p>A new security rated line of bollards would be installed to protect the public space between 10.00 a.m. and midnight. From midnight, the bollards on the eastern side would drop and access to the area would be permitted to allow for deliveries, servicing, maintenance, rubbish collection and for access. The "except for access" exemption on the sign, shown on the drawings, permits vehicles to enter the area to access premises. Delivery vehicles would have to:</p> <ul style="list-style-type: none"> • be arranged between midnight and 10.00 a.m., when the bollards would be lowered and access for deliveries is permitted; or • the delivery vehicle would have to park outside the pedestrian zone. A new loading bay is proposed to be placed outside the ME Hotel in Aldwych, which would be available for anyone undertaking deliveries and is only a few metres from your property.
(b)		<p>the plans remove two residents parking bays. What alternative provision is being made?</p>	<p>The usage data of the residents parking bays within the area, (including the two outside Bush House, Arundel Street, Surrey Street, Drury Lane etc) has been reviewed. Residents' bays are generally under-utilised and it is proposed to remove the two parking spaces outside Bush House. There are currently residents' parking spaces in Surrey Street which can be used as alternative provision in proximity to No. 147 Strand. As shown on the drawings, the major loss is in visitor parking (pay-by-phone). This has been made in order to retain the maximum provision of resident parking in the area.</p>

APPENDIX D (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(c)		<p>Although not objecting, it was disappointing that the residents were not included in the earlier consultation process and the pdfs uploaded with the TMO link now are of such high resolution that our 300mb broadband is struggling. Very frustrating. If that is WSP's idea of stakeholder management and customer service, it is very poor.</p>	<p>The initial public consultation, which began on 30th January 2019, included online, print and face-to-face channels to encourage participation from different groups, including residents.</p> <p>Due to the number of consultation drawings it was considered better for the environment to have the drawings available for inspection online. However, paper copies of the drawings were available on request.</p>
2	<p>██████████ ██████████████████ ██████████████████ ██████████████████</p> <p>Email dated 28th August 2020</p>	<p>I strongly approve of your proposals and wish to stress the importance of maintaining access at all times to the Marconi House residents' underground parking accessed from Montreal Place.</p>	<p>A new security rated line of bollards would be installed to protect the public space between 10.00 a.m. and midnight. From midnight, the bollards on the eastern side would drop and access to the area would be permitted to allow for deliveries, servicing, maintenance, rubbish collection and for access. The "except for access" exemption of the sign, shown on the drawings, permits vehicles to enter the area to access off-street premises (e.g. car parks).</p> <p>Vehicular access to Marconi House residents' underground parking will be retained at all times, as residents will be accessing their premises. Residents will need to register their vehicles to the security protection system which will permit them access to the pedestrian and cycle zone outside of the controlled hours. Residents will be contacted once the security system has been finalised.</p>
3	<p>██████████ ██████████████████</p>	<p>I am happy with your proposals but wish to emphasise the importance of maintaining access at</p>	<p>See comment 2 above.</p>

APPENDIX D (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ████████████████████</p> <p>Email dated 28th August 2020</p>	<p>all times to the Marconi House residents' underground parking accessed from Montreal Place.</p>	
4	<p>██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>We own ██████████. We wholeheartedly support proposed changes to increase pedestrianisation of the area to the south of St. Mary le Strand Church.</p>	<p>██████████ support for the scheme is noted.</p>
5	<p>████████████████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>We own ██████████. We wholeheartedly support proposed changes to increase pedestrianisation of the area to the south of St. Mary le Strand Church.</p>	<p>████████████████████ support for the scheme is noted.</p>
6	<p>██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>We own ██████████. I wholeheartedly support proposed changes to increase pedestrianisation of the area to the south of St. Mary le Strand Church.</p>	<p>██████████ support for the scheme is noted.</p>

APPENDIX E - RESPONSES FROM CYCLISTS

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1(a)	<p>██████████ Westminster Cycling Campaign ██████████</p> <p>Email dated 9th September 2020</p>	<p>I am writing on behalf of Westminster Cycling Campaign. We represent residents, workers and visitors who ride a bike in Westminster. We object to the proposals.</p> <p>The lack of any safe provision for cycling on Aldwych is unacceptable. The design of Aldwych should prioritise sustainable travel over space for motor vehicles. For instance, the south side could have a bi-directional segregated cycle track, by relocating motor traffic lanes or parking bays, and installing floating bus stops. This would cater for the thousands of people who were already cycling here daily before lockdown, as well as accommodating the many new, inexperienced bike users emerging from lockdown.</p>	<p>The scheme is transforming the Strand, between Aldwych and Melbourne Place, into a pedestrian and cycle zone. As a result, traffic will be diverted to Aldwych which will become two-way.</p> <p>The design team has reviewed traffic flows following the implementation of the ULEZ to understand if demand has reduced and whether any of the four traffic lanes could be replaced with segregated cycling infrastructure or bus lanes.</p> <p>The traffic surveys conducted in June 2019 did not show any significant change in traffic demand through the Strand Aldwych junction and that high intervention cycling / bus infrastructure would result in a severe impact on the traffic and network operation.</p> <p>Aldwych is a vital part of the Strategic Road Network. Any impact to capacity will result in displacement of traffic onto local and residential roads, especially around the Covent Garden area. All available carriageway space is required to provide four general traffic lanes and kerbside bus stops, parking and loading areas, while the footway space must be retained for pedestrians and to enhance the public realm. Therefore, there is no scope to provide segregated, mandatory or advisory cycle lanes or bus lanes at this stage. However, the City Council will review traffic flows once the two-way working is in operation, and if demand decreases, general traffic lanes could be reduced from two to one in either direction to</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<p>provide segregated cycling infrastructure without impacting strategic traffic flows or bus journey times.</p> <p>Connection west to east is provided by Cycle Superhighway 3 (CS3) on Embankment. A link between Quietway 1 (Q1) in Wellington Street and CS3 has been provided in Savoy Street by introducing a gap in the existing island and including traffic signals to allow safe movements.</p> <p>Raised tables and new traffic signals have been included in the major points of conflicts to improve visibility and reduce traffic speed. Wider advanced stop lines (ASL) have been included at all junctions to allow cyclists better positioning in front of motorised traffic to increase safety. Lane widths will be 3.25 metres in line with the London Cycling Design Standards, which will encourage cyclists to take a primary lane position.</p> <p>The existing carriageway has up to five traffic lanes with weaving on most sections. The proposed scheme will provide two lanes in each direction and minimise this behaviour. The introduction of two-way working will also lower traffic speed.</p> <p>The left-hook conflict on Aldwych at the junction with Catherine Street will be removed. Cyclists will be able to use the carriageway north of St. Clement Danes Church, which will have lower traffic flows than currently.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<p>Feeder lanes and a specific cyclist phase on traffic signals have been included at the Lancaster Place junction to improve cyclist safety.</p> <p>Shared use footways and a new toucan crossing will be installed at that junction to allow cyclists to safely access the public realm space connecting with Q1 in Wellington Street.</p>
(b)		<p>People choosing to cycle will prefer the motor-traffic-free route through the Strand. Access to the area will need to be designed well to avoid conflict. Why are the two Toucan crossings promised by the Council in Feb 2019, that are vital for eastbound cyclists to enter the area safely at the Wellington Street / Strand junction and exit the area safely at the Arundel Street / Strand junction, still not shown on the drawings?</p>	<p>Existing cycling provision at the junction of Lancaster Place and Strand has been improved to allow cyclists to turn right from Strand into Lancaster Place southbound.</p> <p>A toucan crossing, shared use footways and dropped kerbs have been included so cyclists can access the pedestrianised area connecting with Q1 in Wellington Street.</p> <p>A toucan crossing on the east side of the pedestrian zone is not considered necessary as cyclists would not cross motorised traffic. Cyclists would exit the area on the east side through the bollards and either use the new contraflow cycle lane on Surrey Street southbound or use Melbourne Place northbound. There is expected to be a low level of traffic as motor vehicles will be prohibited from entering Surrey Street and the section of Strand that lies between Arundel Street and Melbourne Place (except for buses, taxis and access) which will improve safety for cyclists accessing the pedestrian zone.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(c)		<p>The design of Aldwych as it stands ignores the principles of the new government cycle design guidance, Local Transport Note 1/20, and the government 'Gear Change' vision to put both walking and cycling at the heart of local decision making, and to create a coherent, borough-wide network of safe cycle routes. It also misses an opportunity to reduce air pollution by enabling modal shift towards cycling on this important route.</p> <p>We ask the Council to urgently review the lack of cycling provision on Aldwych in the light of new government guidance for cycling.</p>	<p>The City Council will monitor the effect of the scheme following implementation to examine traffic flows once Aldwych becomes two-way and review the provision of carriageway space if demand decreases in line with TfL's expectation for Aldwych as part of the Strategic Road Network avoiding delays in bus journey times.</p>
2	<p>██████████ ████████████████████</p> <p>Email dated 21st August 2020</p>	<p>I am a regular pedestrian, cyclist and public transport user in the area.</p> <p>Please, consider improving the cycle provision on this stretch of carriageway. The road is sufficiently wide enough for a bike lane fully protected with plastic wands, and it would genuinely make a huge difference as Aldwych can feel extremely intimidating with a high number of buses, taxis etc using this stretch of road. I am concerned that the current proposals are inadequate in this regard and miss an opportunity to protect people and encourage cycling, which is so crucial at the moment.</p>	<p>See comment 1(a) above.</p>
3(a)	<p>██████████ ██████████████████ ██████████████████ ██████████████████</p>	<p>I am a regular visitor to the area for work and entertainment and travel variously by bus, foot, cycle and Tube.</p>	<p>See comment 1(a) above.</p> <p>All surfaces within the public space would be at the same level, with flush kerbs maintained to</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 24 th August 2020	<p>I oppose the scheme outright as it would leave Aldwych an extremely dangerous place to ride a bike at a time when the council should not be implementing new schemes without proper protected cycle infrastructure on busy roads.</p> <p>The plans for the pedestrian and cycle area in Strand are poor as they will create conflicts between cycles and pedestrians. Despite the Council's assurances that cycles will still be able to pass through the pedestrian area I have no confidence that this policy will be sustainable once pedestrian and cycle conflicts start happening and there is pressure to ban cycles from the area. Safety and comfort for pedestrians must be designed in by putting a demarcated track that bikes should keep to.</p>	delineate between the footway and low-level traffic carriageway space. Shared use guidance and accessibility review advise has been followed during the design of the public space.
(b)		The plans for Aldwych have zero provision for cycles and huge amounts of on-street parking on a busy thoroughfare. The council should be discouraging car use in an area that is already dangerously polluted by eliminating parking, and using the space for widened pavements and protected cycleways separated with kerbs.	<p>The City Council is discouraging car use in the area. The scheme results in a large loss of parking, especially pay-by-phone / visitor parking, to encourage the use of public transport.</p> <p>The allocation for bus infrastructure has been improved with clearer and more direct routes for buses in the area, including terminating night buses. Footways have been extended to encourage walking throughout the area. Taxi allocation has been retained to serve the hotels and businesses.</p>
4(a)	<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 150px; height: 15px;"></div>	I am surprised that WSP are so unaware of latest / best practice. See my comments below - and	See comment 1(a) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 26 th August 2020	<p>LTN1/20.</p> <p>Why is this a walking only scheme? There is more than enough space for a 2-way cycle track through the pedestrian area(s) which would in no way be detrimental to walkers.</p>	
(b)		<p>Why are all the road junctions still bad old ASLs? – see LTN1/20 which ranks ASLs 8th out of 8 – i.e. the least safe type of junction design. T shaped ASLs in the middle of these busy roads are highly dangerous and without any cycle lanes leading into them ASL are utterly useless. Cyclists should stay kerbside – throughout – in protected / segregated lanes which are also needed northbound on Waterloo Bridge - throughout.</p> <p>Hold left turns is a much safer design which could & should be used at these junction. Left turning traffic should have a separate lane – not be mixed with aheads / rights. HLT also gives pedestrians more time to cross both carriageways, in a single phase.</p> <p>Traffic islands (e.g. Strand West) should not be necessary. Reallocate the space to provide a cycle lane. HLT does NOT delay drivers, as there is no ped-only phase, nor cycle-only phase. It also allows green time to be matched more precisely to high / low demand flows. Traditional junction design is less efficient – as well as unsafe.</p>	<p>The T shaped ASL at the junction of Lancaster Place has been reviewed by Road Safety auditors. A toucan crossing has been installed at the same junction to allow cyclists to safely access the public space.</p> <p>Unfortunately, this junction is over capacity and any further delay to bus journey times at this Strategic Road Network junction is unacceptable for TfL. Hold left turns take time away from the capacity of the junction and is not possible at this stage. However, the City Council will review traffic flows following implementation and if actual volumes are lower than projected, mitigation measures will be put in place to introduce other elements like hold left turns and segregation.</p> <p>Traffic islands have been included where necessary to provide pedestrian protection as recommended by Road Safety auditors, although all crossings have a single phase crossing to allow pedestrians to clear the crossings in one movement.</p>
(c)		If the right turn onto Waterloo Bridge is to be bus only and cycles, I assume, why not also the	Traffic modelling has shown that left turns from Waterloo Bridge is still necessary to allow traffic

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		corresponding left turn from the Bridge? Traffic reduction in congested Strand West should also be an aim here.	movements within the network and avoid more traffic displacing to local and residential roads, especially in the Covent Garden area.
(d)		Drury Lane & Tavistock Street should be 2-way for cyclists - throughout.	Drury Lane is currently used by large vehicles to access the Covent Garden area from Aldwych and is not wide enough to allow safe contraflow cycling. Cyclists are encouraged to use Catherine Street to travel southbound which will allow safe turning onto Aldwych.
5	<p>██████████ ██████████</p> <p>Email dated 27th August 2020</p>	<p>I work at the LSE and have always biked to and from work.</p> <p>I am pleased that there are plans to remodel Aldwych, but disappointed at Westminster Council's plans. There is a real need to improve the E-W bike route here, creating a dedicated bike route that both protects cyclists from cars and also avoids conflict with pedestrians. Providing a shared pedestrian and cyclist zone will just create more problems than it solves, making the route unusable for commuters and creating pedestrian-cyclist road rage, while reducing the space for bikes on the road and making it more dangerous to share the road with cars. Please do reconsider your plans.</p>	See comment 1(a) above.
6	<p>██████████ ████████████████████</p> <p>Email dated 4th September 2020</p>	Making part of the Strand only for cyclists and pedestrians is a great idea. However, I wish there was a segregated cycle lane on all of the Strand.	See comment 1(a) above.
7	██████████	I am a resident of Westminster, and travel around	See comments 1(a) and (b) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ██████████ ██████████</p> <p>Email dated 8th September 2020</p>	<p>the city on foot, by bike and on public transport (not by car/taxi). This submission is made in a personal capacity. I declare an interest, in that I am currently ██████████ of Westminster Cycling Campaign, the Westminster group of the London Cycling Campaign. I disapprove of the plans for this scheme.</p> <p>I have read the plans for Strand / Aldwych, and have followed the consultation process over the last few years. After the previous round of public consultation, it was reported that the majority of responses referred to cycling provision, or rather the lack of it. The current round of plans has no improvement whatsoever for cycling. In fact, it is clear that Westminster City Council wishes to discourage cyclists travelling through the area using Strand, in either direction. Further there is no safe provision for cycling along Aldwych by way of cycle lanes. Rather cyclists travelling eastbound will be at risk of left hooks by traffic turning left at Arundel Street, buses pulling in to stands on Strand between Arundel Street and Melbourne Place, either an indirect route north on Melbourne Place to Aldwych, where they face two lanes of traffic, with bus stops and without cycle lanes, or conflict with pedestrians, if they continue straight on Strand, with no clear provision at the western exit where Aldwych re-joins. For westbound cyclists, it seems impossible to turn across Aldwych traffic (both directions) to arrive at eastern Strand. Then there is potential of conflict with pedestrians, and no way out at the eastern end, without an indirect route along</p>	

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>Melbourne Place to Aldwych with heavy bus traffic all the way to Royal Courts, or an illegal ride contra-flowing to one way bus route along Strand and without a crossing at Arundel Street / Strand junction.</p> <p>This scheme is contrary to the Gear Change standard that the (Conservative) government has published and contrary to Cycling Standards. Nor does it take into account the emergency Covid-19 measures to increase space available for cycling as well as pedestrian travel in London.</p>	
8	<p>██████████ ██████████████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>The lack of safe cycling provision around north of Aldwych is unacceptable.</p> <p>Where are the Toucan crossings promised by the Council to allow eastbound cyclists to enter & exit the new public space on Strand?</p>	See comments 1(a) and (b) above.
9	<p>██████████ ██████ ██████████████ ██████████ ██████████████</p> <p>Email dated 9th September 2020</p>	<p>I write as a Westminster resident who frequently cycles in the Aldwych as part of my commute. I understand that assurances were previously made, including a diagram, to London Cycling Campaign about the scheme, including provision of toucan crossings.</p> <p>I therefore object on the following three grounds:</p> <ul style="list-style-type: none"> • lack of cycle crossings into and out of the southern area for cyclists traveling west to east; • lack of provision for cyclists around the northern area; • lack of clarity regarding cycling two-way 	See comments 1(a) and (b) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>permission at the eastern end of the southern area.</p>	
10	<p>██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>Before lockdown and, I expect, once some degree of normality returns, I cycle through and around that area quite frequently. It's an absolute nightmare to use, as it currently stands, and this proposal doesn't fix the problem sufficiently. The lack of cycling provision surrounding the north of Aldwych is unacceptable. But I also understand that the Council promised toucan crossings to allow east-bound cyclists to enter and exit the new public space on the Strand. Those don't seem to be included in the proposal.</p>	<p>See comments 1(a) and (b) above.</p>
11	<p>██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>Lack of safe cycling provision around north of Aldwych is unacceptable in the context of expected street space growth of cycling.</p> <p>Where are the toucan crossings promised by the Council to allow eastbound cyclists to enter and exit new public space on Strand?</p> <p>I am a frequent user of the roads around the Aldwych as a cyclist.</p>	<p>See comments 1(a) and (b) above.</p>
12	<p>██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>Currently I am neutral on this proposal. I do not believe that the north Aldwych route currently contains sufficient safe cycling provision.</p> <p>I note the absence of the critically important toucan crossings previously reported by the council to allow eastbound cyclists to enter and exits the new public</p>	<p>See comments 1(a) and (b) above.</p> <p>Due to the loading requirements on Savoy Street there is not adequate space available to provide a segregated cycle lane without detrimentally affecting northbound traffic. During the consultation for the Savoy Street scheme a</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>space on the strand.</p> <p>I believe that a movement of the eastern pedestrian crossing further north, would lead to the ability to provide a separate tiger crossing south of the pedestrian crossing. This would better meet the pedestrian desire lines and also reduce the potential crossing conflicts of pedestrians and cyclists.</p> <p>The cycle contraflow on Savoy Street should be segregated.</p>	<p>number of objections were received to the reduction in loading provision on the east side. A segregated contraflow cycle lane would prevent all loading activities and would likely to receive opposition, so a balance between all road users must be achieved.</p>
13	<p>██████████ ██</p> <p>Email dated 9th September 2020</p>	<p>There is a terribly inadequate cycling provision around the north of the scheme. This needs to be improved. Also what happened to the toucan crossing for eastbound cycling? These must be reinstated.</p>	<p>See comments 1(a) and (b) above.</p>
14	<p>██████████ ██</p> <p>Email dated 9th September 2020</p>	<p>I'm very disappointed to see very little in the way of anything which enables cycling in the area in these plans. Have I missed something?</p> <p>Why are there no plans for protected cycle tracks? Or safe places for cycles to cross into / from Strand? Are you planning on installing extra cycle parking facilities?</p> <p>I think it would be a huge lost opportunity if these considerations aren't taken seriously and included in these plans. Enabling more people to cycle to and around this area will be a great boost to local businesses.</p>	<p>See comments 1(a) and (b) above.</p> <p>Cycle parking facilities will be increased by a minimum of five cycle stands in the area.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		I hope that you consider including better cycle provisions in this scheme.	
15	<p>██████████ ██████████ ██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>Regarding the proposed Strand / Aldwych scheme, it concerns me that not enough had been done to ensure safe cycling through the area.</p> <p>I am concerned about the lack of safe cycle routes round the north of Aldwych, particularly as I work in this area and often cycle to work.</p> <p>There also appears to be a lack of toucan crossings required to allow people on bikes to access the new public space on the Strand.</p>	See comments 1(a) and (b) above.
16	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>Lack of safe cycling provision around the north of Aldwych is unacceptable.</p> <p>Where are the toucan crossings that the Council promised, to allow eastbound cyclists to enter and exit the new public space on Strand?</p>	See comments 1(a) and (b) above.
17	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>The lack of safe cycling provision around north of Aldwych is unacceptable.</p> <p>Please include safe cycling facilities. Also, where are the toucan crossings promised by the Council to allow eastbound cyclists to enter & exit the new public space on Strand?</p>	See comments 1(a) and (b) above.
18	<p>██████████ ██████████</p>	We cycle regularly in and around Westminster - my partner works in St. James' and I regularly work in	See comment 1(a) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>the West End. We have close family who live in Covent Garden whom we visit regularly.</p> <p>Cycling is our primary means of commuting, leisure and family travel. Our routes vary but it's clear that when arriving in Westminster from TfL roads, Camden or Lambeth / Southwark the demarcation in the quality of cycle infra in Westminster is very clear. It's heartening to see improvements for the public realm - however, these really need to include active travel so anyone who wishes to cycle, can. High quality, safe, segregated cycle infra allows this - and it's something that this scheme, and Westminster are severely lacking. Please incorporate it into this scheme and future ones.</p> <p>I fully support improvements to Aldwych - it's currently a daunting place to ride, even as a confident cyclist. Please could the proposal include protected junctions and segregated cycle tracks. This is a great opportunity and we must stop relying on paint to keep vulnerable road users safe.</p>	
19	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>I'm delighted with the proposal of traffic-free space on the Strand! However, it looks like there isn't any safe space for cycling on Aldwych, just 4 lanes for traffic. Is this an omission?</p>	<p>██████████ support for the pedestrian and cycle zone is noted.</p> <p>See comment No. 1(a) above.</p>
20(a)	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>My belief at the moment is that the current plans do not achieve some of the primary goals of the Strand / Aldwych redevelopment:</p> <ul style="list-style-type: none"> • <i>“Reduce congestion, improve air quality and journey times, with associated positive impacts</i> 	<p>A review of air quality has been undertaken by the City Council as part of the design process. No significant negative impacts to the overall area have been identified and, against a baseline of 2017 data, pollution levels are predicted to be</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p><i>on health and associated economic benefits” - congestion and air quality will not be improved with so much space dedicated to car traffic (wrt induced demand).</i></p> <ul style="list-style-type: none"> • <i>“Create an inspirational, safe and secure destination that offers a meeting place for workers, students, visitors and residents.”</i> <p>Aldwych isn't an inspirational, safe or secure destination at the moment because it's like a racing track with all the traffic whizzing past, and by keeping the space for traffic you're not doing anything to help the situation. I note that when I visit the Delaunay with my family we take great care to approach Aldwych from the north-west (through Covent Garden) because any other direction is so unpleasant with the traffic.</p>	<p>lower across the whole project area. The City Council appreciate that in closing Strand to vehicular traffic, the displaced traffic is expected to be diverted along Aldwych as the closest alternative route. However, it is not considered that the changes to Strand and Aldwych will ultimately increase traffic volumes in the area overall. As the highway authority for Westminster, it is the City Council's duty to review all benefits and potential impacts of changes made in developing such public realm schemes.</p> <p>Officers have reviewed the concerns regarding potential air pollution and consider that the area as a whole will not be adversely impacted. Officers are of the view that any localised impact on air quality within the project area will be offset by the numerous other benefits that will be achieved by the introduction of this scheme overall including, improved connectivity, increased and enhanced walking and cycling provision, increased planting and tree volumes etc. Additionally, an Air Quality Mitigation Action Plan is being developed containing a series of measures aimed at improving air quality over time in the area overall. Officers will continue to review the potential impacts of the scheme through its development and implementation, including that associated with air quality and noise, but will continue to review this from an area-wide perspective rather than for localised sections of the highway.</p>
(b)		I have two areas of concern with regards to safety	See comments 1(a) and (b) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>with the plans:</p> <ul style="list-style-type: none"> • There appears to be no safe way for cyclists coming from the west to access the new public area - they would need to dive across two lanes of oncoming traffic. • The lack of safe cycling provision for cyclists heading to / coming from the north is criminal - there are a constant four lanes of traffic (5 in places!), so there is no excuse not to make this provision. 	
21	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>I am writing as I am concerned about your plans for the Aldwych / Strand pedestrianisation. My son has been at KCL for the last 3 years and will shortly be going to LSE so it is an area of considerable interest to me and my family.</p> <p>The latest plans do not appear to make any real provision for cyclists. After this scheme is built, anyone riding east-west will have to choose between Aldwych - with four lanes of motor traffic, parked vehicles on both sides and no protected space - or the Strand, thronged with people on foot. What do you expect cyclists to do? The first will be off-putting and dangerous and the second will cause conflict and stress to both walkers and riders.</p> <p>You are obligated to put walking and CYCLING at the heart of your highways plans by the government. There is no evidence you are doing this in these plans. For example, how are cyclists</p>	<p>The scheme is transforming the Strand, between Aldwych and Melbourne Place, into a pedestrian and cycle zone. As a result, traffic will be diverted to Aldwych which will become two-way.</p> <p>The City Council would encourage cyclists to use the new pedestrian and cycle zone to cross the area if they do not feel confident to take a prominent position within the traffic lanes in Aldwych. The public space will have pedestrian only areas and a central raised path for occasional vehicles and cyclists. Although the area will become a shared space, street furniture will be placed to accommodate all users and minimise conflict.</p> <p>See comment 1(a) above.</p> <p>All vehicles will be prohibited from turning right into Drury Lane from Aldwych. Any vehicle waiting to</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>meant to access Drury Lane from Aldwych - this is unclear. How are cyclists being safeguarded whilst mixing with 4 lanes of traffic?</p> <p>As there are many students who need to get to and from KCL, Imperial and LSE on Aldwych this area should prioritise cycling and cyclists.</p> <p>How will you meet your air quality targets if you do not prioritise active modes of transport? Your plans appear to do nothing to achieve your goals.</p>	<p>turn right would obstruct the flow of traffic and cause significant delays and potentially cause an accident.</p>
22	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>I'm really pleased to see traffic reduction on the Strand but concerned about lack of cycle lanes on Aldwych so would ask you to reconsider the plans in terms of enough safe space for cyclists. As a regular cyclist living in Westminster this is very important to me.</p>	<p>See comment 1(a) above.</p>
23	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>I am supportive of the general aims of the schemes particularly about removing motor traffic around the historic buildings of St. Clement Danes Church and Somerset House. However, the current scheme does fail to consider cycling safety. Before Covid-19, the Strand-Aldwych gyratory saw 2,000 bike journeys per day, despite the hostility of the roads, so it is clearly a useful, direct route for bikes. Lockdown has since produced many new and returning cyclists, who need safe routes to feel confident to keep cycling. But after this scheme is built, anyone riding east-west will have to choose between Aldwych - with four lanes of motor traffic, parked vehicles on both sides and no protected</p>	<p>See comments 1(a) and (b) above.</p> <p>Cyclists are encouraged to use the new pedestrian and cycle zone to cross the area if they do not feel confident taking a prominent position within the traffic lanes in Aldwych. The public space will have pedestrian only areas and a central raised path for occasional vehicles and cyclists. Although the area will become a shared space, street furniture will be placed to accommodate all users and minimise conflict.</p> <p>All parking provision will be removed from Aldwych except for two pockets of parking; one on the north</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>space - or the Strand, thronged with people on foot. The first will be off-putting and dangerous and the second will cause conflict and stress to both walkers and riders.</p> <p>The scheme could be improved by:</p> <ul style="list-style-type: none"> • On the Aldwych, permanent, protected cycle lanes should surely take priority over parking spaces; removing parking on the south side could allow for a two-way cycle track, for instance. • On the Strand, access to the pedestrian and cycle zone will need to be designed well to reduce conflict. The two toucan crossings which appeared in the February 2019 design would help eastbound cyclists enter and enter and exit the zone safely, but it's not clear if these are still planned. <p>These measures would improve the Strand / Aldwych design and help fulfil the Council's responsibility to provide a safe, attractive cycle network for all ages, moving towards the less polluted, climate-safe Westminster we all want to see.</p>	<p>side, close to the junction with Kingsway and, one exclusively for the High Commission of India. For security reasons, Embassies must be provided with diplomatic parking facilities within the vicinity of the Embassy.</p>
24	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>If Westminster is to reduce pollution and hit carbon emissions targets, it needs to transfer thousands of daily trips from heavy motor vehicles to walking and (particularly) cycling. In order to attain this modal shift, it needs to create, in particular, safe routes for cyclists. Instead, this scheme is clearly designed to</p>	<p>See comment 1(a) above.</p> <p>A comprehensive strategy is being compiled to address some of the effect of the NOx contribution of the scheme. This work is being captured within the Air Quality pillar and includes a comprehensive</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>Arundel Street / Strand junction. They are still not shown on the drawings, so can be assumed to not be included in the scheme. Please add these into the scheme to make it work better for all road users.</p>	
26	<p>██████████ ██</p> <p>Email dated 9th September 2020</p>	<p>I would like to express my support for pedestrianizing the Strand. I think this is a good idea that will make this area far more pleasant to visit and work.</p> <p>I would like to express my disappointment that there is no provision for segregated cycling on Aldwych. I think a two way cycle lane would be a better use of space than car parking on the south side of Aldwych.</p> <p>I would like to show my support for toucan crossings to be included as they were mentioned in the initial designs. I think these will be important for helping pedestrians and cyclists access the pedestrian area safely.</p> <p>Thank you for considering my responses. And thank you for trying to make central London a better place to live, visit and work.</p>	<p>██████████ support for the pedestrian zone is noted.</p> <p>See comments 1(a) and (b) above.</p>
27(a)	<p>██████████ ████████████████████ ████████████████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>Whilst many parts of this proposal are welcome, it fails hugely on provision for cyclists.</p> <p>The Department for Transport's Gear Change document clearly states that cycling should be "at the heart of transport, place-making, and health policy". Yet it is predominantly missing from this</p>	<p>See comment 1(a) above.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>major alteration of roads in Westminster.</p> <p>There is ample room around Aldwych for a protected through cycling route, yet virtually none has been allocated, instead prioritising space for motor vehicles, going directly against all recent Central Government guidance. It seems very poor planning to invest such huge amounts of money in a road scheme which is designed for yesterday's roads rather than tomorrow's, especially when there is such clear guidance for local authorities to the contrary.</p>	
(b)		<p>Whilst this is bad for anyone wanting to cycle in the area, it's also bad for pedestrians. People cycling will instead cut through the "pedestrian" area of the Strand which will cause conflict between cyclists and pedestrians. Surely best to keep them separate (again, in line with the stipulations in DfT's Gear Change).</p>	<p>The public space will have pedestrian only areas and a central raised path for occasional vehicles and cyclists. Although the area will become a shared space, street furniture will be placed to accommodate all users and minimise conflict.</p>
28	<p>██████████ ██</p> <p>Email dated 9th September 2020</p>	<p>I urge Westminster council to reconsider the plans for Aldwych to include protected cycle lanes and to have a pedestrian and cycle zone on the Strand. The current plans are not aligned to the new government policy to put walking and cycling at the centre of highway plans.</p>	<p>See comment 1(a) above.</p>
29(a)	<p>██████████ ██</p> <p>Email dated 9th September 2020</p>	<p>My comments and questions relate to movements for people riding bicycles, especially people with impaired mobility (who may be seen as disabled, a protected characteristic within the scope of Equality Act 2010), who may be using non-standard bicycles</p>	<p>TfL produced an Equality Impact Assessment which is available at: https://consultations.tfl.gov.uk/buses/strand-bus-stop-changes/user_uploads/aldwych-stand-bus-stops-eqia.pdf</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(e.g. tricycles) and have difficulties dismounting their pedal cycle and walking:</p> <p>Has an Equality Impact Assessment been prepared, assessing the impact of this scheme and the movements therein on people with disabilities, including disabled cyclists who cannot easily dismount and walk?</p>	<p>An accessible consultant, Buro Happold, was included in the Initial Design stage.</p> <p>Dropped kerbs and raised carriageways have been used in line with the City Council's "Westminster Way".</p>
(b)		<p>If I am riding a non-standard bicycle (or indeed any type of pedal cycle) northbound on Waterloo Bridge, how do I turn right into the new pedestrian and cycle zone? Please point to the safe space, on the diagram on page 8 of the Traffic Management Order, where I will safely await the opportunity to turn across south-bound traffic.</p>	<p>Cyclists would need to continue northbound across Strand to its junction with Wellington Street to reach the new toucan crossing which will link the north side of Strand to the new public space.</p>
(c)		<p>Similarly, if I am riding a non-standard bicycle eastbound from the Strand, how do I turn right into the pedestrian and cycle zone?</p>	<p>Eastbound cyclists would need to turn left into Wellington Street and join the footway to reach the new toucan crossing which will link to the new public space.</p>
(d)		<p>If I am riding a non-standard bicycle southbound in Wellington Street, how do I turn left into the new pedestrian and cycle zone? The crossing that you have shown on page 8 of the Traffic Management Order appears to be a pedestrian-only crossing – not a pedestrian and cycle toucan crossing. If your solution to the left-hand turn is to use this crossing, then I will be breaking the law, as I cannot easily dismount and walk as a pedestrian. How does this scheme and traffic order solve this problem?</p>	<p>There will be a toucan crossing installed at this junction.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
(e)		If I have cycled from Fleet Street westwards around the north side of Aldwych and wish to turn right, northbound, into Kingsway, where is the safe space for me to wait to cross across the path of eastbound traffic? (Ref drawing on page 10 of the TMO). Do I behave like a motorist and sit in the middle of the junction? Or should I make a two-stage right, as increasingly common at other major junctions?	The junction of Aldwych with Kingsway is signalised. ASLs have been provided to allow cyclists to take a safer position. There will be a specific lane for traffic turning right into Aldwych.
(f)		If I am cycling westwards through the pedestrian and cycle zone towards the Strand, how do I exit the zone to turn north in Wellington Street (the Quietway cycle route)?	Cyclists can access Wellington Street from the public space by using the toucan crossing.
(g)		Similarly, if I am cycling westwards and wish to continue into the Strand or left onto Waterloo Bridge, how do I exit the pedestrian and cycle zone? Do I launch myself into Aldwych's southbound ASL box and wait for the traffic lights to change for motorised traffic? Or will there be a specific phase for people on pedal cycles to safely proceed out the zone to continue south, west or north? There is nothing in the TMO or the drawings to indicate this.	Cyclists could enter the ASL or use the toucan crossing and re-join the junction at Wellington Street with Q1 cyclists travelling southbound.
(h)		Given this is September 2020, with TfL publishing London's cycling design standard several years ago, and HMG publishing LTN1/20 earlier this year, why is the provision for cycling around the north side of Aldwych utterly woeful? The failure to provide safe, protected space for people proceeding slowly on bicycles – such as those using non-standard bikes – puts them at huge risk. London's	See comment 1(a) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>bus and taxi drivers are notorious for poor driving around people on pedal cycles, and your design puts drivers and people on pedal cycles in conflict.</p>	
(i)		<p>From the perspective of someone who has to consider the needs of people with impaired mobility, this scheme as described in this Traffic Order and drawings is dire. The scheme is designed to move motorised traffic, and create a nice paved space. But I see no evidence that the cycle movements – especially for people using non-standard cycles – has been considered. Has a traffic engineer – with experience of riding non-standard bicycles – thought any of this through?</p>	<p>All movements have been investigated and approved with swept path analysis.</p>
30	<p>██████████ ██████████ Email dated 9th September 2020</p>	<p>I would like to make the point that the cycling provision around Aldwych is really terrible, scary, and dangerous. I cycle there often when commuting and it's a very dangerous area for cyclists putting them into conflict with fast-moving vehicles and with a very deformed road surface which could very easily cause a cyclist to fall and be hit with a motor vehicle.</p> <p>Safe, segregated, and well-designed cycling infrastructure is desperately needed in this area, especially as there are often tourists in this area on hire bicycles.</p>	<p>See comment 1(a) above.</p>
31	<p>██████████ ██████████ Email dated 9th September 2020</p>	<p>I cycled round Aldwych for the first time in months today, and it was horribly threatening and fast and unpredictable and alarming.</p>	<p>See comment 1(a) above.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>I'm a middle aged cyclist, and I just want to be able to pedal safely and calmly to do the things I need to do. I don't want to have to be a 'cyclist' or anything. I just want to be able to get around my city safely and efficiently - and for the journeys I do (most Westminster / Islington / Lambeth / Camden) that means by bike.</p> <p>Aldwych badly needs safe, protected space for cycling. If you provide it, I think that you'll be amazed by how NICE it is. People cycle much more gently when they aren't being brutalised by the roads around them.</p> <p>Please make our roads safer for my kids than they have been for me.</p>	
32	<p>██████████ ██████████ ██████████ ██████████</p> <p>Email dated 9th September 2020</p>	<p>My workplace is in Holborn and I frequently travel through this area by bike. I am very pleased to see the plans for the Strand scheme, but provision of safe cycle lane provision on the altered Aldwych road layout is a fundamental aspect of the scheme which appears to have been overlooked.</p> <p>This is a vital route through the area, and a new road design must include provision for safe cycle travel in 2020.</p> <p>I trust this can be resolved urgently as part of the final design of the scheme.</p>	See comment 1(a) above.
33	<p>██████████ ██████████</p>	<p>In your scheme for the Strand / Aldwych why is there a lack of safe cycling provision around north of</p>	See comments 1(a) and (b) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 9 th September 2020	Aldwych? Also where are the toucan crossings promised by Westminster Council to allow eastbound cyclists to enter and exit new public space on Strand?	
34	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	Very excited about the pedestrianisation plans for the Strand, congratulations on your vision. But can you please include some provision for east west cycling, either with protected tracks on Aldwych, or through the pedestrianised zone to avoid conflict with pedestrians?	<p>██████████ support for the pedestrian and cycle zone is noted.</p> <p>See comments 1(a) and (b) above.</p>
35	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>Heavily in support of the scheme overall and it should be changed and pedestrianised on the south side. Even driving on it can be a bit dodgy when coming up from the Embankment and having to merge onto the right lanes as the traffic in those lanes need to merge left.</p> <p>But anyway, it's a bit disappointing to see the cycle lanes disappear in the plans even though they were in the overview plan image that was used for the earlier consultation.</p> <p>Cycling from west to east seems unpleasant and possibly dangerous too as there will be many cars wanting to turn left onto Kingsway towards Holborn while many cyclists will go straight. High chance of conflicts there surely?</p> <p>Maybe just have a proper cycle lane going through the south pedestrianised side which links up on the east and west roads with a crossing which can also</p>	<p>██████████ support for the scheme is noted.</p> <p>See comments 1(a) and (b) above.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>be doubled as a pedestrian crossing into that area. Bit longer to cycle but it's safer.</p> <p>Basically the cycling aspect of the plans might need reconsidering if possible.</p>	
36	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>Please make urgent improvements to this scheme, by:</p> <ul style="list-style-type: none"> • Addressing the unacceptable lack of safe cycling provision around the north of Aldwych. • Introducing the toucan crossings that were promised by the Council (but have disappeared from the plans) to allow eastbound cyclists to enter and exit new public space on Strand. 	See comments 1(a) and (b) above.
37	<p>██████████ ████████████████████</p> <p>Email dated 9th September 2020</p>	<p>I am frequently in the area, and strongly support your proposals for Strand / Aldwych. But I would like to see 2 improvements:</p> <ul style="list-style-type: none"> • now or in due course much better provision for cyclists on Aldwych, this would make cycling safer, encourage nervous cyclists to cycle more; and • improvements for pedestrian safety in adjacent streets, particularly at the junction of Exeter Street and Wellington Street where cabbies regularly bully pedestrians crossing Exeter Street. 	<p>See comment 1(a) above.</p> <p>The junction of Exeter Street and Wellington Street is outside the extent of the scheme. However, the City Council is currently reviewing this junction as part of a Local Safety Scheme.</p>
38	<p>██████████ ████████████████████</p>	<p>I would like to respond to the Aldwych consultation. As someone who regularly cycles on these roads</p>	See comments 1(a) and (b) above.

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 9 th September 2020	<p>and uses them as a pedestrian, I find the lack of protected and segregated cycling infrastructure baffling and unsafe. The council must do better.</p> <p>On the Aldwych, please install permanent and protected cycle lanes. Please remove parking on the south side to allow for a two-way cycle track.</p> <p>On the Strand, you just reinstate the two toucan crossings which appeared in the February design.</p> <p>Westminster cannot afford a car-based recovery. If the City is to become a thriving destination once more you must plan for bikes and pedestrians.</p>	<p>There will be only two pockets of parking retained in Aldwych. On the north side near Kingsway for visitor parking / loading at footway level and on the south side close to the High Commission of India for use by diplomatic vehicles of the High Commission. For security reasons, Embassies must be provided with diplomatic parking facilities within the vicinity of the Embassy. These parking bays are only 2 metres wide which will not accommodate a two-way cycle track without losing the mature trees existing on the footway or a westbound traffic lane.</p>
39	<p>██████████ ██████████</p> <p>Email dated 10th September 2020</p>	<p>I live in the ██████████ near Aldwych. My thirteen year old daughter cycles to school. I hope you take into account that children also cycle in the Aldwych roundabout when you implement your cycling scene. My daughter is available to answer your questions if you wish regarding cycling to school on the dangerous streets of Westminster.</p>	<p>See comment 1(a) above.</p> <p>Cyclists are encouraged to use the new pedestrian and cycle zone to cross the area if they do not feel confident taking a prominent position within the traffic lanes in Aldwych. The public space will have pedestrian only areas and a central raised path for occasional vehicles and cyclists. Although the area will become a shared space, street furniture will be placed to accommodate all users and minimise conflict.</p>
40	<p>██████████ ██████████</p> <p>Email dated 10th September 2020</p>	<p>Your plans for the Aldwych roundabout for cyclist are insufficient. My daughters and I cycle daily from Kennington to Drury Lane. By far the most dangerous part of the journey is from Strand to Drury Lane. I would appreciate you looking at these again.</p>	<p>See comment 1 (a) above.</p> <p>Cyclists are encouraged to use the new pedestrian and cycle zone to cross the area if they do not feel confident taking a prominent position within the traffic lanes in Aldwych. The public space will</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<p>have pedestrian only areas and a central raised path for occasional vehicles and cyclists. Although the area will become a shared space, street furniture will be placed to accommodate all users and minimise conflict.</p>
41	<p>██████████ ██████████ Email dated 10th September 2020</p>	<p>I regularly cycle around Aldwych gyratory which is never a pleasant experience. I have read the redesign proposals and I am puzzled at how poor this redesign is in 2020. Where are the safe cycle paths with physical separation to allow safe active travel?</p> <p>In addition the toucan crossings to allow eastbound cyclists to enter and exit new public space on Strand are missing. Why is this?</p> <p>Given the need to allow people to move safely and efficiently around London this scheme fails to do this. It needs an urgent redesign to allow safe cycling as requested by the current UK Government to mitigate the effects of Covid-19 and will also allow people to support local businesses and organisations.</p>	<p>See comments 1(a) and (b) above.</p>
42	<p>██████████ ██████████ Email dated 10th September 2020</p>	<p>Very encouraged to see this plan which for London is quite visionary but as a resident I think that they should be revised in the light of current circumstances to also include safer spaces for cyclists. I trust that this will be possible before this plan gets the final go ahead in order to maximise the environmental & community benefits.</p>	<p>See comment 1(a) above.</p>

APPENDIX E (CONTINUED)

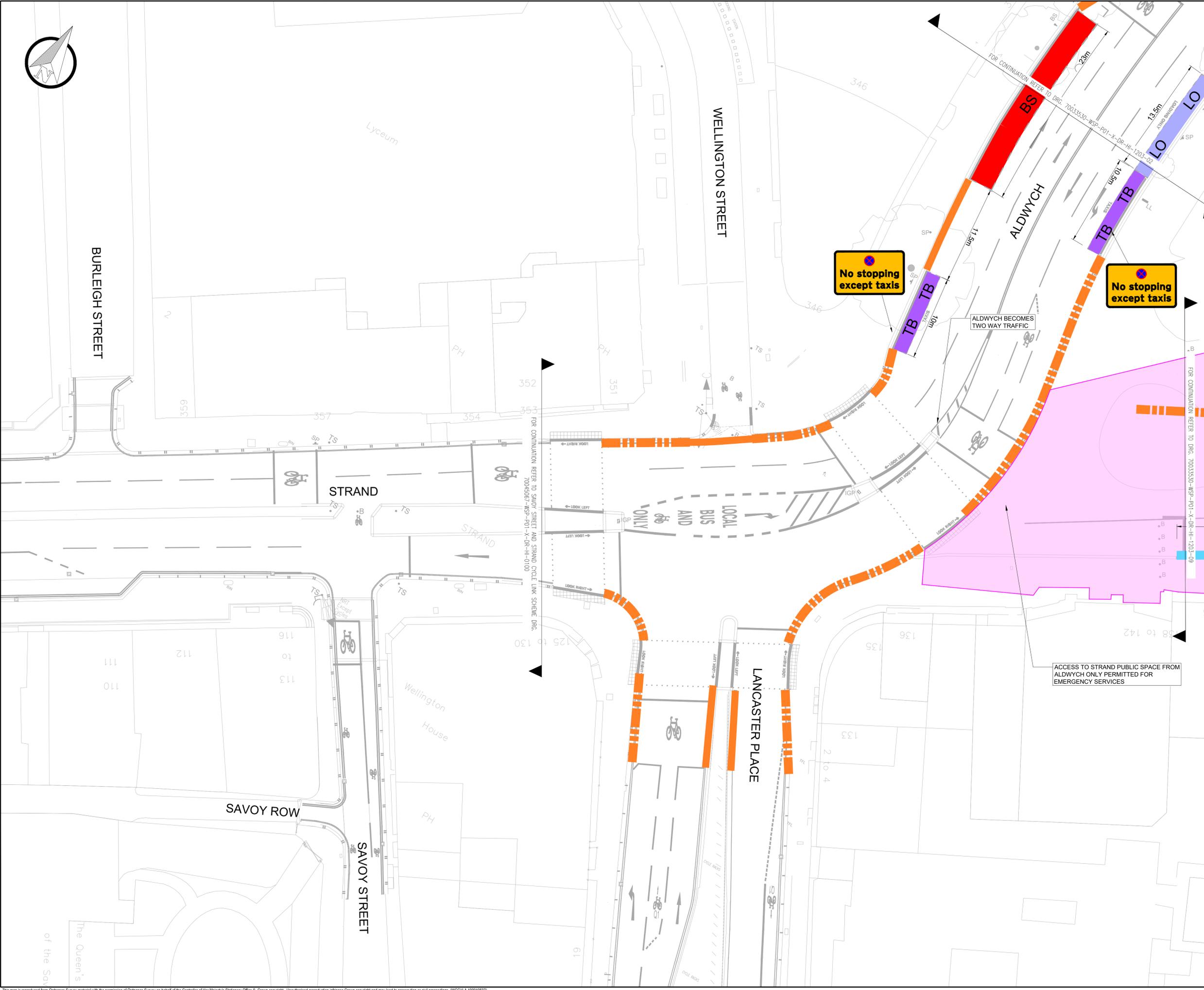
	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
43	<p>██████████ ██████████</p> <p>Email dated 10th September 2020</p>	<p>YES YES YES. It will be an enormous boost to the area. It's mad that such an iconic area (the river, Somerset House, Bush House, St Clements) is basically a 3-lane motorway.</p> <p>However, please make it cycle-friendly with real (not just 'shared') space. So many more people want to get on their bikes to commute in a virus-safe way and this, despite currently being hostile to cyclists, is still a major route for them. Being enabled to cycle easily through here adds to the connectiveness and attraction of commuting by bike – do it!</p>	<p>██████████ support for the scheme is noted.</p> <p>See comment 1(a) above.</p>
44	<p>██████████ ██████████</p> <p>Email dated 10th September 2020</p>	<p>I am emailing to object to the proposed Traffic Orders for the Strand / Aldwych scheme, as approving them without modification would be in breach of your statutory Network Management Duty (NMD), pursuant to section 16 of the Traffic Management Act 2004.</p> <p>The plans were drawn up without consideration of continuing background growth in cycling or the schemes of adjacent highway authorities that would accelerate these trends, such as the Bank scheme in the City, the West End scheme in Camden, and the Waterloo roundabout removal.</p> <p>With cycling increasing further due to Covid-19 and some of the temporary changes to further shift the balance from driving to cycling likely to be made permanent, such as the rapid roll out of Low Traffic Neighbourhoods in Lambeth, Southwark, Camden</p>	<p>See comments 1(a) and (b) above.</p> <p>The City Council is in constant communication with the London Borough of Camden, the City of London and Transport for London.</p>

APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>and Islington, the proposals for cycling are clearly even more inadequate, given the lack of co-ordination with neighbouring highway authorities and failing to forecast adequately or at all future cycling growth.</p> <p>This objection is not simply that the scheme is good enough for cycling, it is that the processes required by law have not been followed. The publication by DfT in May 2020 by further Network Management duty statutory guidance and the wider ambition set by subsequent DfT announcements on cycling ambition makes this failure an even more serious breach of the law.</p> <p>Facilities such as shared use toucans and indirect crossings are simply going to make this scheme unviable and unsafe - as they will become too crowded with vulnerable road users spilling off onto the carriageway - if increased growth in cycling is to continue. While I support the principle of two-way working and removal of general traffic, new modelling and further detailed design is clearly required before a lawful decision could be taken to approve the scheme.</p>	
45	<p>██████████ ██████████ ██████████ ██████████ ██████████████████████</p> <p>Email dated 10th September 2020</p>	<p>I am a Westminster business owner (██████████ ██████████ - an engineering consultant) and strongly support active travel initiatives and returning space in the city to people. Large numbers of our 400 staff cycle to work and many use the east west link along the Strand / Aldwych to visit clients in the City of London.</p>	<p>See comments 1(a) and (b) above.</p>

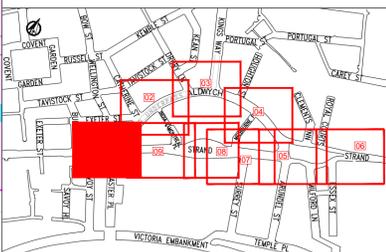
APPENDIX E (CONTINUED)

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>I welcome the plans for a traffic-free Strand but the scheme lacks provision for safe cycling on what is a strategic connecting route:</p> <ul style="list-style-type: none">• On the Aldwych, permanent, protected cycle lanes should take priority over parking spaces; removing parking on the south side could allow for a two-way cycle track.• On the Strand, access to the pedestrian and cycle zone will need to be designed well to reduce conflict. The two toucan crossings which appeared in the February 2019 design would help eastbound cyclists enter and enter and exit the zone safely, please confirm they will be included.	



- KEY**
- PBP** PROPOSED PAY BY PHONE BAY
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(6am-10.30am: LOADING ONLY, 10.30-6am:
TAXI ONLY)
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PAY BY PHONE
(MON-SAT 8:30am-10:30am: LOADING
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 - LB** PROPOSED LOADING ONLY LAY-BY
 - BS** PROPOSED BUS STOPS / STANDS
 - PROPOSED NO WAITING AT ANY TIME
AND NO LOADING DURING THE TIME
SPECIFIED (10AM-MIDNIGHT)
 - PROPOSED NO WAITING AT ANY TIME
 - PROPOSED NO WAITING & NO LOADING
AT ANY TIME
 - PROPOSED NO WAITING AT ANY TIME &
NO LOADING DURING THE TIME
SPECIFIED
(MON - FRI 8:30AM - 6.30PM, SAT 8.30AM -
1.30PM)
 - PROPOSED NO WAITING DURING THE
TIME SPECIFIED (MON - FRI 8:30AM -
6.30PM, SAT 8.30AM - 1.30PM)
 - PROPOSED NO WAITING & NO LOADING
DURING THE TIME SPECIFIED (MON - FRI
8:30AM - 6.30PM, SAT 8.30AM - 1.30PM)
 - PEDESTRIAN AND CYCLE ZONE

NOTES:
FOR PARKING AND LOADING SCHEDULE, REFER TO SHEET 10.



REV	DATE	BY	DESCRIPTION	CHK	APP
S3-P01	15.07.2020	JL	FIRST ISSUE	AP	JN

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CONSULTATION



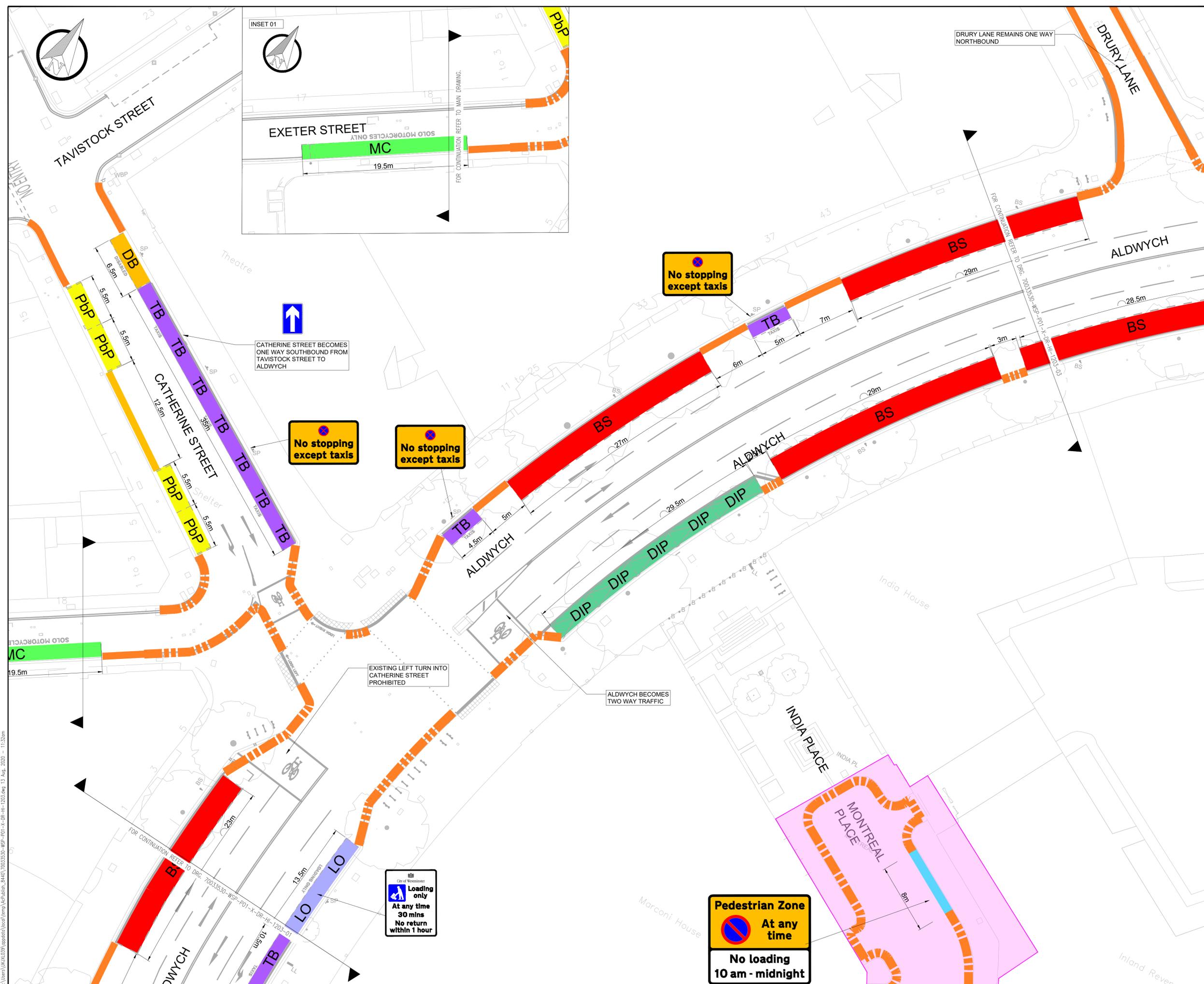
PROJECT
STRAND ALDWYCH
PUBLIC REALM

TITLE
TRAFFIC MANAGEMENT ORDERS
PROPOSED LAYOUT
SHEET 01 OF 10

SCALE @ A1	DATE	DESIGNOR/RAWN	CHECKED	APPROVED	SHEET
1:200	15.07.2020	JL	AP	JN	A1

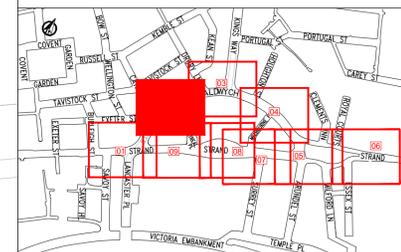
DRAWING No. 70033530-WSP-P01-X-DR-HI-1203-01
REV. S3-P01

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 - PEDESTRIAN AND CYCLE ZONE

NOTES:
FOR PARKING AND LOADING SCHEDULE, REFER TO
SHEET 10.



REV	DATE	BY	DESCRIPTION	CHK	APP
S3-P01	15.07.2020	JL	FIRST ISSUE	AP	JN

CONSULTATION

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www.fmconway.co.uk www.wsp.com

Client

City of Westminster

Project

STRAND ALDWYCH
PUBLIC REALM

Title

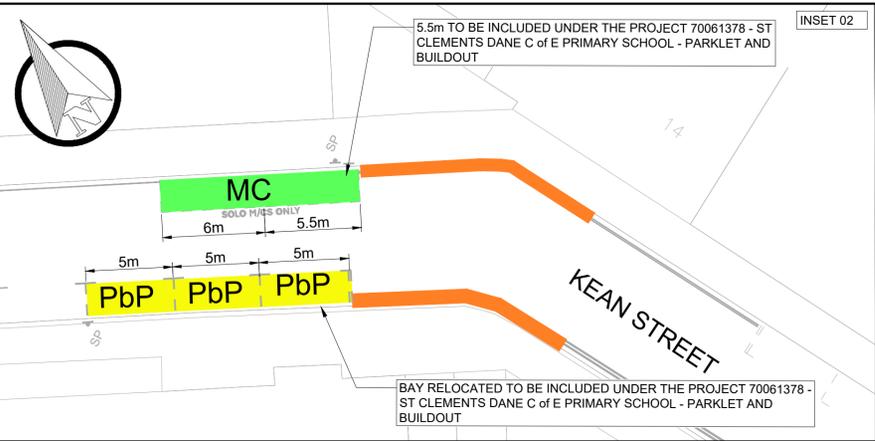
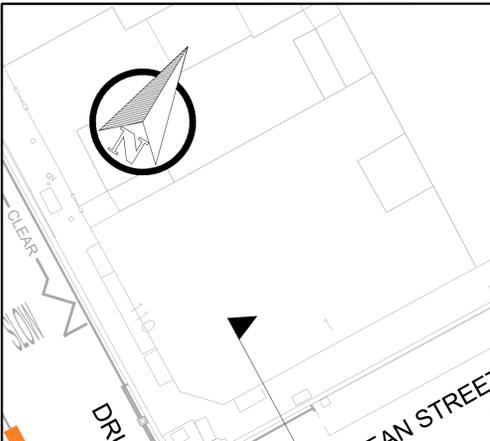
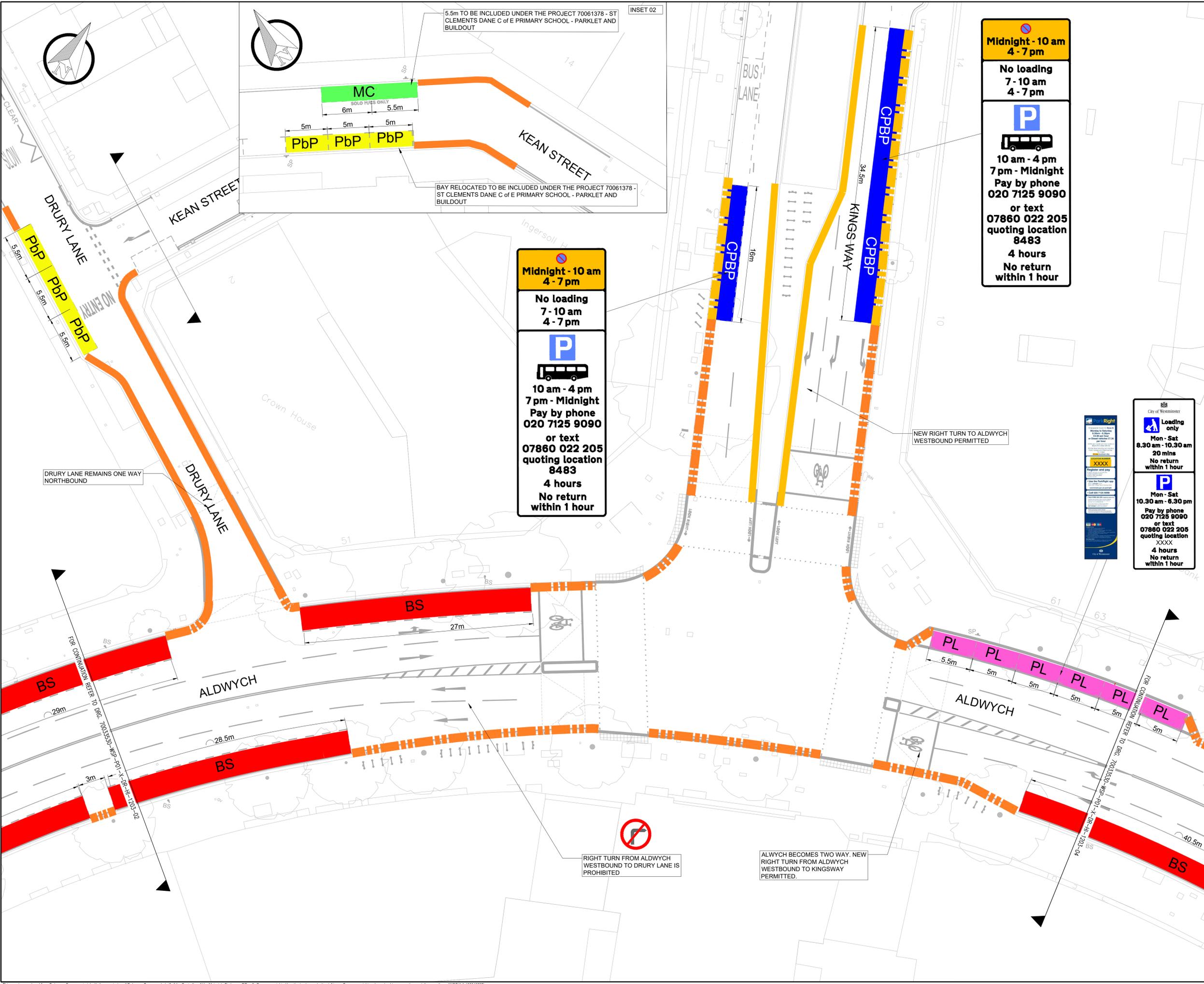
TRAFFIC MANAGEMENT ORDERS
PROPOSED LAYOUT
SHEET 02 OF 10

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	15.07.2020	JL	DV	JN	A1

JOB No: 70033530	FMC PROJECT No: VWESA2009	BRIEF/DRAW No: 80041213
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DRAWING No: 70033530-WSP-P01-X-DR-HI-1203-02S3-P01

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**Midnight - 10 am
4 - 7 pm**

**No loading
7 - 10 am
4 - 7 pm**

P

**10 am - 4 pm
7 pm - Midnight**

**Pay by phone
020 7125 9090**

**or text
07860 022 205
quoting location
8483**

**4 hours
No return
within 1 hour**

**Midnight - 10 am
4 - 7 pm**

**No loading
7 - 10 am
4 - 7 pm**

P

**10 am - 4 pm
7 pm - Midnight**

**Pay by phone
020 7125 9090**

**or text
07860 022 205
quoting location
8483**

**4 hours
No return
within 1 hour**

City of Westminster

Loading only

**Mon - Sat
8.30 am - 10.30 am
20 mins
No return
within 1 hour**

P

**Mon - Sat
10.30 am - 6.30 pm**

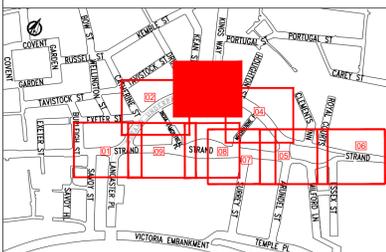
**Pay by phone
020 7125 9090**

**or text
07860 022 205
quoting location
XXXX**

**4 hours
No return
within 1 hour**

- KEY**
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NOTES:
FOR PARKING AND LOADING SCHEDULE, REFER TO SHEET 10.



REV	DATE	BY	DESCRIPTION	CHK	APP
S3-P01	15.07.2020	JL	FIRST ISSUE	AP	JN

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CONSULTATION



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City of Westminster

PROJECT

STRAND ALDWYCH
PUBLIC REALM

TITLE

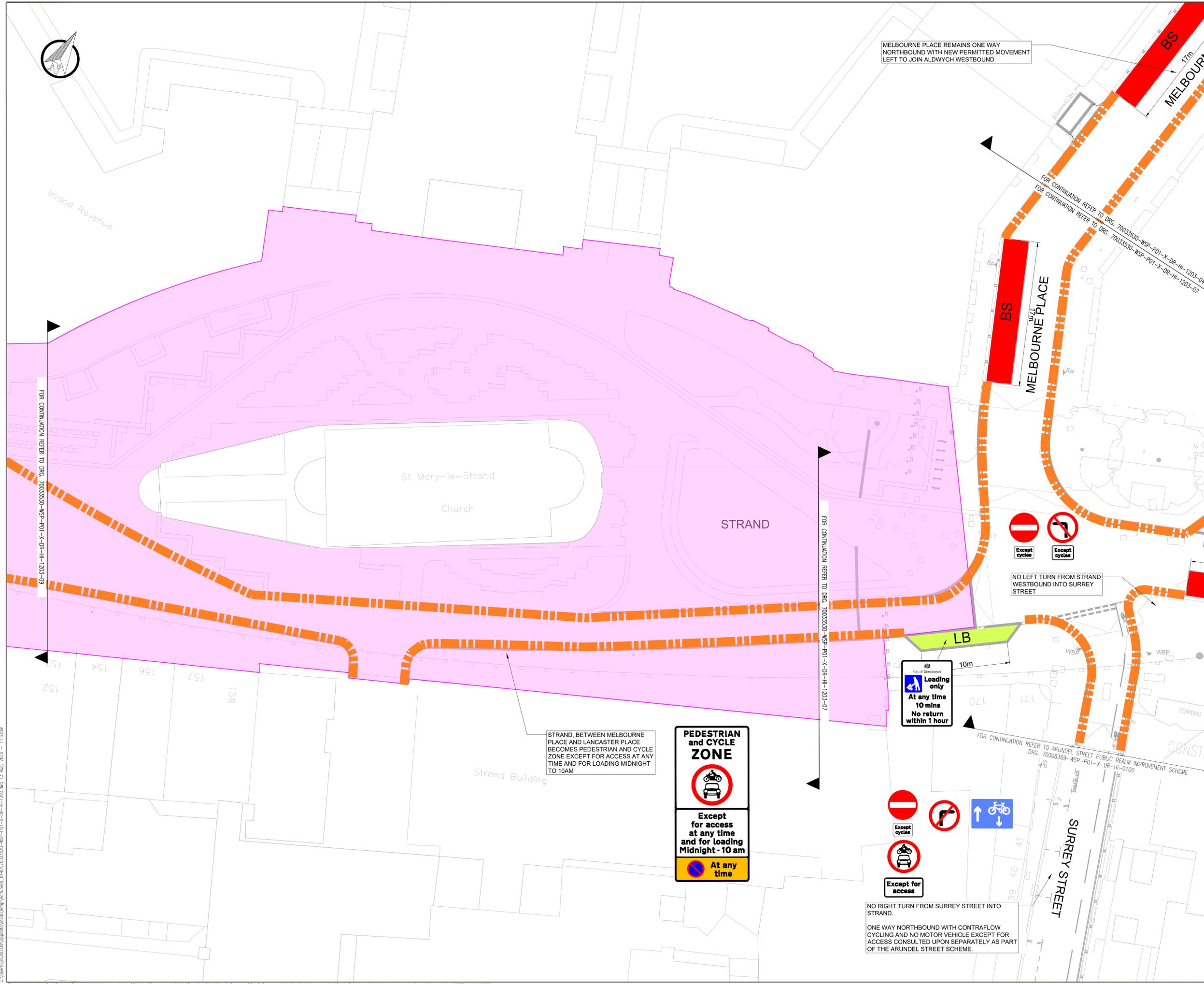
TRAFFIC MANAGEMENT ORDERS
PROPOSED LAYOUT
SHEET 03 OF 10

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	15.07.2020	JL	AP	JN	A1

JOB No.	FMC PROJECT No.	BRIEF/DSS No.
70033530	VVWESA2009	80041213

DRAWING No. 70033530-WSP-P01-X-DR-HI-1203-03S3-P01

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MELBOURNE PLACE REMAINS ONE WAY NORTHBOUND WITH NEW PERMITTED MOVEMENT LEFT TO JOIN ALDWYCH WESTBOUND

FOR CONTINUATION REFER TO DRG. 70033530-WSP-P01-X-DR-HI-1203-04
FOR CONTINUATION REFER TO DRG. 70033530-WSP-P01-X-DR-HI-1203-07

FOR CONTINUATION REFER TO DRG. 70033530-WSP-P01-X-DR-HI-1203-09

FOR CONTINUATION REFER TO DRG. 70033530-WSP-P01-X-DR-HI-1203-07

STRAND, BETWEEN MELBOURNE PLACE AND LANCASTER PLACE BECOMES PEDESTRIAN AND CYCLE ZONE EXCEPT FOR ACCESS AT ANY TIME AND FOR LOADING MIDNIGHT TO 10AM

PEDESTRIAN and CYCLE ZONE

Except for access at any time and for loading Midnight - 10 am

At any time

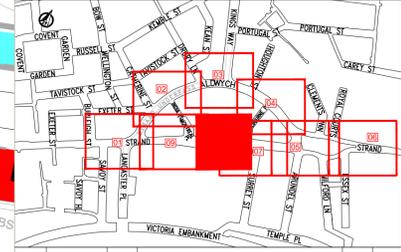
NO RIGHT TURN FROM SURREY STREET INTO STRAND.

ONE WAY NORTHBOUND WITH CONTRAFLOW CYCLING AND NO MOTOR VEHICLE EXCEPT FOR ACCESS CONSULTED UPON SEPARATELY AS PART OF THE ARUNDEL STREET SCHEME.

NO LEFT TURN FROM STRAND WESTBOUND INTO SURREY STREET

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NOTES:
FOR PARKING AND LOADING SCHEDULE, REFER TO SHEET 10.



REV	DATE	BY	DESCRIPTION	CHK	APD
S3-P01	15.07.2020	JL	FIRST ISSUE	AP	JN

DRAWING STATUS: **CONSULTATION**

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City of Westminster

PROJECT: STRAND ALDWYCH PUBLIC REALM

TITLE: TRAFFIC MANAGEMENT ORDERS PROPOSED LAYOUT SHEET 08 OF 10

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	15.07.2020	JL	AP	JN	A1

JOB No: 70033530	FMC PROJECT No: WWESA2009	BRIEF/DSB No: 80041213
DRAWING No: 70033530-WSP-P01-X-DR-HI-1203-08	REV: S3-P01	

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PARKING & LOADING SCHEDULE							
RESTRICTION TYPE	PARKING / SYMBOL	EXISTING		PROPOSED		DIFFERENCE	
		MEASURE (m)	QUANTITY (SPACES)	MEASURE (m)	QUANTITY (SPACES)	MEASURE (m)	QUANTITY (SPACES)
PAY BY PHONE PARKING	PBP	347	63	109.5	21	-237.5	-42
DISABLED BAY PARKING	DB	0	0	6.5	1	6.5	1
DIPLOMATIC PARKING	DIP	74	12	71.5	12	-2.5	0
BUS STOPS / STANDS	BS	417.5	31	439	33	21.5	2
LOADING ONLY LAY-BY PARKING	LB	0	0	11	1	11	1
LOADING ONLY PARKING	LO	33	-	27.5	-	-5.5	-
MOTORCYCLE BAY PARKING	MC	42.5	28	28.5	19	-14	-9
RESIDENTS BAY PARKING	R	10.5	2	0	0	-10.5	-2
TAXI BAY PARKING	TB	134.5	26	119	23	-15.5	-3
DUAL USE PARKING (LOADING & PAY BY PHONE)	PL	0	-	48.5	-	48.5	-
COACH PAY BY PHONE (10AM-4PM, 7PM-MIDNIGHT)	CPBP	71	-	71	-	0	-
DUAL USE PARKING (LOADING & TAXI)	TL	0	-	18	-	18	-
NO WAITING AT ANY TIME AND NO LOADING DURING 10AM-MIDNIGHT		0	-	29.5	-	29.5	-
NO WAITING AT ANY TIME		403.5	-	181.5	-	-222	-
NO WAITING AT ANY TIME & NO LOADING AT ANY TIME		320.5	-	1706.5	-	1386	-
NO WAITING AT ANY TIME & NO LOADING DURING THE TIME SPECIFIED		206.5	-	0	-	-206.5	-
NO WAITING DURING THE TIME SPECIFIED		1068	-	123	-	-945	-
NO WAITING DURING THE TIME SPECIFIED & NO LOADING DURING THE TIME SPECIFIED		105.5	-	51.5	-	-54	-
NO WAITING DURING THE TIME SPECIFIED & NO LOADING AT ANY TIME		10.5	-	0	-	-10.5	-

- KEY**
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REV	DATE	BY	DESCRIPTION	CHK	APD
S3-P01	15.07.2020	JL	FIRST ISSUE	AP	JN

DRAWING STATUS: CONSULTATION



CLIENT: City of Westminster

PROJECT: STRAND ALDWYCH PUBLIC REALM
 TITLE: TRAFFIC MANAGEMENT ORDERS PROPOSED LAYOUT SHEET 10 OF 10

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	15.07.2020	JL	AP	JN	A1

JOB No.	FMC PROJECT No.	BREF/DSB No.
70033530	WWESA2009	80041213

DRAWING No: 70033530-WSP-P01-X-DR-HI-1203-10S3-P01

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