



Decision Maker:	Deputy Leader and Cabinet Member for Built Environment
Date:	19 March 2015
Classification:	For General Release
Title:	Baker Street Two Way - Consultation
Wards Affected:	Marylebone High Street, Bryanston and Dorset Square, Regent's Park
Key Decision:	Yes
Financial Summary:	No financial implications
Report of:	City Commissioner of Transportation

1. Executive Summary

- 1.1 Further to the Cabinet Member decision taken in November 2014 to undertake initial design and consultation, this report seeks approval to start public consultation in May 2015 and to consult on two of the five options outlined in the previous report to improve the right-turning capacity for southbound traffic onto Marylebone Road.
- 1.2 The Baker Street Two-Way scheme proposes to introduce two-way operation on Baker Street and Gloucester Place for traffic from Rossmore Road to Oxford Street. The proposed design also provides significant public realm improvements on Baker Street; wider footways on Baker Street; improved pedestrian crossing facilities and improved public transport accessibility. In addition, this design also proposes to improve cycling facilities on Gloucester Place and Baker Street.
- 1.3 A further Cabinet Member Report will be prepared, once consultation and initial design (which will be informed by the consultation) is complete, to seek approval for detailed design and implementation of the proposed scheme. The results of all consultations and responses to the points raised will be presented in that report.

2. Recommendations

- 2.1 That approval be given in principle to start public consultation on the proposed Baker Street Two-Way scheme in May 2015.
- 2.2 That approval be given to undertake public consultation on the following two options to improve the right-turning capacity for southbound traffic onto Marylebone Road. The previous option which covered the Rossmore Road and Park Road junction has been modified since the previous report was published.
 1. **Option 1 – Improving Rossmore Road junction.** Alteration of the junction of Rossmore Road with Park Road and Gloucester Place to allow southbound traffic to turn right from Park Road into Rossmore Road, together with additional measures on the Transport for London Road Network.
 2. **Option 2 – improving Rossmore Road junction and right turn at Allsop Place junction.** Providing a new right hand turn at the junction of Allsop Place and Marylebone Road and improving the junction of Rossmore Road with Gloucester Place and Park Road to allow southbound traffic to turn right from Park Road into Rossmore Road.
- 2.3 That approval be given to initiate consultation for any modification to Traffic Regulation Orders necessary for the scheme proposals.

3. Reasons for Decision

- 3.1 Further design and traffic modelling has been undertaken in consultation with Transport for London.
- 3.2 During this process and following publication of the initial Cabinet Member Report, some issues have come to light regarding impact on traffic in the Dorset Square area and on other Marylebone streets. This report now provides an update to take account of the technical assessments and public issues raised.
- 3.3 Following changes to the City Council's Cabinet portfolios at the end of January 2015, Cllr Robert Davis, Deputy Leader and Cabinet Member for the Built Environment, is now the sole lead Cabinet Member for the proposed Baker Street Two-Way scheme.

4. Marylebone Road options

- 4.1 The initial Cabinet Member Report put forward five options to be considered in order to improve the right-turning capacity for southbound traffic onto Marylebone Road. In all these options, the strategic and signed route for southbound right-turning traffic will be retained at Baker Street. These original five options that were put forward are listed overleaf:

Option 1 – Improving Rossmore Road and Harewood Avenue junctions. The junction of Rossmore Road with Gloucester Place and Park Road to be altered to allow southbound traffic to turn right from Park Road into Rossmore Road. The junction of Harewood Avenue with Marylebone Road to be altered to allow increased traffic demand to turn right into Marylebone Road.

Option 2 – New right turn from Balcombe Street. The junction of Balcombe Street with Marylebone Road to be altered to allow southbound traffic to turn right onto Marylebone Road. The junction of Gloucester Place with Dorset Square to be altered to provide a southbound right turn manoeuvre.

Option 3 – New right turn from Allsop Place. The junction of Allsop Place with Marylebone Road to be modified to allow right turning traffic to exit Allsop Place onto Marylebone Road. This move could be permitted for all traffic or for buses and cycles only. The junction of Gloucester Place with Dorset Square to be altered to provide a southbound right turn manoeuvre.

Option 4 – New right turn from Glentworth Street. The junction of Glentworth Street with Marylebone Road to be altered to permit traffic to turn right onto Marylebone Road.

Option 5 – Fall back. Baker Street and Gloucester Place retain one-way operation north of Marylebone Road and immediately south of Marylebone Road. The proposed two-way operation to start south of York Street.

- 4.2 The further design and traffic modelling that has been undertaken identified several issues with a number of the options originally put forward, which now make further progression of them undesirable.

Option 1 – The option for improving the junction of Rossmore Road and Park Road also included an enhanced southbound right-turn at Harewood Avenue. The initial concept design is not compatible with the proposed Westminster quietway cycle grid aligned on Harewood Avenue due to be delivered in 2016 so, whilst this option will be taken forward, this element of it has been removed.

Option 2 – Would result in increased traffic flow on Balcombe Street which is not considered to be desirable on a street which is principally residential on both sides.

Option 4 – Not considered to be feasible as the introduction of a new traffic signal installation on Marylebone Road, in close proximity to the adjacent junctions at Gloucester Place and Baker Street, would result in significant operational difficulties on Marylebone Road and an unacceptable impact on the traffic capacity of TfL's inner ring road.

Option 5 – Not pursuing the two-way scheme north of the Marylebone Road would result in greater traffic impact on local roads, some of which are wholly residential, north and south of Marylebone Road when compared to the preferred options.

- 4.3 In view of these issues, the remaining viable option beyond improving the junction of Rossmore Road and Park Road, is the improvement of the Rossmore Road junction combined with right turn from Allsop Place. On that basis, to allow for further consideration with TfL and to start formal public consultation, it is recommended to consult on both these remaining options.
- 4.4 The City Council will now engage in further informal discussions with stakeholders on the two options described below –

1. Option 1 – Improving Rossmore Road junction

Alteration of the junction of Rossmore Road with Park Road and Gloucester Place only, allowing southbound traffic to turn right from Park Road into Rossmore Road. This adjustment would be combined with use of queue balancing techniques on the Transport for London Road Network, as well as retention of the existing right turn from Baker Street into Marylebone Road. It would provide no additional new right turn for southbound traffic into Marylebone Road. The queue balancing and network management techniques would be used to limit the flow of traffic into the study area of the project, ensuring that congestion on Baker Street is managed and minimised. This concurs with Transport for London's strategy for managing their road network post 2016, following the introduction of the East-West Cycle Superhighway for instance. This approach includes additional measures by Transport for London to reduce general traffic in the central area.

2. Option 2 – Improving Rossmore Road junction and right turn at Allsop Place junction

Providing a new right hand turn at the junction of Allsop Place and Marylebone Road, along with retention of the existing right turn from Baker Street into Marylebone Road. This option requires capacity to be provided for the southbound right-turn at Allsop Place, which will reduce westbound capacity for Marylebone Road by a similar amount. Traffic would only choose to use this route when the route via Baker Street becomes congested during peak periods. This option would also include the alteration of the junction of Rossmore Road with Park Road and Gloucester Place to allow southbound traffic to turn right from Park Road into Rossmore Road.

For both these options, the junction of Rossmore Road with Gloucester Place and Park Road will be altered to allow southbound traffic to turn right from Park Road into Rossmore Road.

5. Financial Implications

- 5.1 There are no financial implications associated with this report as the costs associated with design and consultation have been approved in the previous Cabinet Member decision in November 2014 .

- 5.2 A further Cabinet Member Report will be prepared to seek approval for detailed design and implementation of the proposed scheme and for capital expenditure associated with it.

6. Legal Implications

- 6.1 There are no legal implications.

7. Consultation

- 7.1 Consultation requirements will be determined during the initial design stage and the results of consultation will be set out in a subsequent report to the Cabinet Members. Consultation will include public and Traffic Management Order (TMO) consultation. Public consultation would include letter drop, public exhibitions and/or drop-in sessions. It will also include informal meetings with the established local amenity societies and other groups to specifically address their concerns.

8. Conclusions

- 8.1 The two recommended options for public consultation would, if conducted properly, result in a positive scheme which will help to improve the streetscape and manage traffic flow in the area of Baker Street and Gloucester Place. This would improve one of the City Council's assets with no impact on its budgets. The scheme will also encourage walking, cycling and investment in the local area.

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

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BACKGROUND PAPERS

Baker Street Two-Way Scheme Initial Design – Cabinet Member Report – 20 October 2014 and decision dated 5 November 2014

Baker Street Two-Way Scheme – Feasibility Report by SKM Colin Buchanan (now Jacobs) August 2014

Marylebone Road - Technical Note and drawings

For completion by the **Deputy Leader and Cabinet Member** for Built Environment

Declaration of Interest

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

Signed: _____ Date: _____

NAME: **Councillor Robert Davis DL**

State nature of interest if any

(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled Baker Street Two Way Scheme – Consultation

and reject any alternative options which are referred to but not recommended.

Signed

Deputy Leader and Cabinet Member for Built Environment

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:
.....

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Head of Legal and Democratic Services, Strategic Director Finance and Performance and, if there are resources implications, the Strategic Director of Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

Appendix A

Other Implications

- 1. Resources Implications**
There are no resource implications arising from this report.
- 2. Business Plan Implications**
No implications.
- 3. Risk Management Implications**
There are no risk management implications arising from this report.
- 4. Health and Wellbeing Impact Assessment including Health and Safety Implications**
The proposals identified in this report are considered to have a positive impact on the health and wellbeing of the community.
- 5. Crime and Disorder Implications**
The measures in this report are not expected to have any implications.
- 6. Impact on the Environment**
No implications.
- 7. Equalities Implications**
The scheme will not negatively impact those with mobility difficulties.
- 8. Staffing Implications**
There are no staffing implications arising from this report.
- 9. Human Rights Implications**
There are no matters arising under the Human Rights Act 1998.
- 10. Energy Measure Implications**
No implications.
- 11. Communications Implications**
No implications.

Appendix B

Drawing – Option 1 Improving Rossmore Road junction

Drawing – Option 2 Improving Rossmore Road junction and right turn
at Allsop Place junction