



City of Westminster

Environment and Customer Services Policy and Scrutiny Committee

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| Date: | 09 November 2015 |
| Classification: | For General Release |
| Title: | Baker Street Two Way Project |
| Report of: | Graham King, Head of Strategic Transport Planning and Public Realm |
| Cabinet Member Portfolio | Councillor Robert Davis MBE DL, Deputy Leader and Cabinet Member for the Built Environment |
| Wards Involved: | Marylebone High Street; Bryanston and Dorset Square; Regent's Park |
| Policy Context: | Westminster's City Plan: Strategic Policies (2013) emphasise the need to prioritise pedestrian movement and support sustainable transport options, reducing reliance on private motor vehicles thereby improving air quality and public health. Public realm enhancements and improvements around mainline stations are supported. The need to carefully manage freight and servicing to minimise adverse impacts is also acknowledged. |
| Financial Summary: | There are no financial implications arising from this report. |
| Report Author and Contact Details: | Graham King, Head of Strategic Transport Planning and Public Realm, gking@westminster.gov.uk |

1. EXECUTIVE SUMMARY

- 1.1 This report provides an update on Baker Street Two Way project since the last report to this committee on 22 June 2015, appends the consultation response report and officer's response to key issues raised and informs on next steps.

2. KEY MATTERS FOR THE COMMITTEE'S CONSIDERATION

- 2.1 The purpose of this report is:
- i. To provide an update on Baker Street Two Way project since the last meeting including results of public consultation.
 - ii. To invite comments on the note and its appendices.
 - iii. To note future programme.

3. PROGRESS UPDATE

- 3.1 A report was presented to the Environment Policy and Scrutiny Committee in June 2015 to provide an update on the project, note Members' views related to this project and also related to potential further schemes. The meeting was held at University of Westminster and involved a site visit led by officers and representations from the two amenity societies.
- 3.2 Public consultation was undertaken for a period of ten weeks from 26 May to 31 July. This consultation process involved a leaflet drop, a website with all information on proposed scheme, five public exhibitions and meetings with amenity societies and other local groups. A consultation questionnaire was provided on the website and also as a paper copy at public exhibitions, libraries and if requested by individuals or resident groups.

4.0 CONSULTATION RESPONSE

- 4.1 In total, 1438 responses were received to the consultation questionnaire. In addition, 140 emails and 35 letters were also received during the consultation. These have been included in the analysis of consultation responses. This amounts to the biggest response to any Westminster consultation exercise. Around 220 people attended the five public exhibitions held during the consultation period. The analysis of this consultation response is provided in a report as Appendix A.
- 4.2 At present there is a petition against the Baker Street Two Way project on the Westminster City Council website. This received 433 signatories and closed on the 15 October 2015. The details of the petition below -

*We the undersigned petition Westminster City Council to:
'reject all proposals for the Baker Street and Gloucester Place Two-Way
Traffic Scheme.'*

Created by: Mr Steven Dollond

The petition's details read: We call upon Westminster City Council, the Mayor of London and Transport for London to reject all proposals for the Baker Street/ Gloucester Place Two-Way Traffic Scheme.

- 1) The proposed scheme is not needed and has not been demanded by local residents, businesses or road users.*
- 2) It would damage the quality of life for residents by diverting traffic into the residential streets of the Dorset Square Conservation Area and other residential streets on the south side of Marylebone Rd where air pollution and the risk of accidents would increase.*
- 3) It would increase journey times on Baker St, Gloucester Pl and Marylebone Rd for buses, coaches, taxis, delivery vehicles and emergency services.*
- 4) It would push up rents for shops and restaurants on Baker St, many of which may be forced out of business by higher rents and the loss of parking / unloading spaces. The existing one-way system is very successful in maintaining traffic flows, providing spaces for parking / unloading and keeping traffic out of residential side streets. The two-way scheme is being promoted by landowners and property developers who would gain enormously from this unjustifiable waste of taxpayers' money.*

In addition, another petition is understood to be presented to the full Council meeting on 11th November by Councillor Mohammed.

- 4.3 In addition, some further comments have been received after the consultation finished. These comments will be considered during the next stage of design development and follow comments already received. All comments received will be included in the eventual Cabinet Member report along with the comments of this Committee.
- 4.4 Officers' and consultants' response to general traffic and environmental issues raised during consultation is provided as Appendix B.

5. NEXT STEPS

- 5.1 Meetings with the following residents' associations/ groups, schools other stakeholders will be organised to discuss their concerns/ issues and possible design changes over the coming weeks.
 - St. Marylebone Society
 - Marylebone Association
 - North Marylebone Traffic Group
 - Marylebone First
 - Residents of Blandford Estate
 - Francis Holland School and St Cyprian's Church
 - St Mary's School and Church
 - London Business School

- Chiltern Railways in respect of Marylebone Station

5.2 The City Council has been successful in its Low Emission Neighbourhood (LEN) bid for the Bryanston & Dorset Square/ Marylebone ward area, which was supported by the Estates and BIDs.

5.3 This will be followed by a formal re-consultation on changes to the proposed scheme. This consultation is likely to be undertaken in early 2016. This will be followed by a Cabinet Member report seeking approval to proceed to the next stage of design. Subject to the result of consultation and approval, a statutory Traffic Management Orders (TMO) consultation will be undertaken.

5.4 Given the level and depth of comments received and the potential responses set out in Appendix B, a further formal consultation is proposed following the discussions with stakeholders referred to in 5.1 above.

6. RECOMMENDATIONS

6.1 That progress since last meeting in June 2015 be noted.

6.2 That the Committee's comment on the report and its appendices, for incorporation into the eventual Cabinet Member report.

6.3 That future programme and next steps be noted.

7. APPENDICES

7.1 Appendix A contains the consultation response report

7.2 Appendix B contains officers' and consultants' response to key issues raised during consultation

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

**Graham King, Head of Strategic Transport Planning and Public Realm –
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APPENDICES

Appendix A – Consultation response report

Appendix B – Response to key issues

BACKGROUND PAPERS

1. Environment Policy and Scrutiny Report, June 2015