



City of Westminster

Cabinet Member Report

Decision Maker:	Cabinet Member for Sustainability and Parking
Date:	23 March 2016
Classification:	For general release
Title:	TfL's East West Cycle Superhighway (CS3) Phase 2 Scheme: Public consultation
Wards Affected:	Wards Affected: Bayswater, Hyde Park, Lancaster Gate, Little Venice and Westbourne.
City for All Summary	This decision contributes to the City for All initiative by providing safer, legible routes for cyclists and improving crossing facilities for pedestrians
Key Decision:	This report is a Key Decision
Financial Summary:	There are no direct financial implications for the City Council at this stage
Report of:	Executive Director for City Management and Communities

1. Executive Summary

1. 1. Following the launch of the Mayor of London's Cycling Vision in 2013, the City Council has been working with Transport for London (TfL) and the Cycling Commissioner for London on the East West Cycle Superhighway (now known as CS3), Cycle Superhighway 5 and Cycle Superhighway 11, and on the development and implementation of the Central London Cycle Grid.
1. 2. The City Council responded to a first round of public consultation on CS3, which started on 3 September 2014 and ended on 9 November 2014, through a Cabinet Member report published on 12 December 2014 and the associated decision on that report was published on 19 December 2014. TfL considered the City Council's response at the TfL Board meeting held on 4 February 2015. The City Council confirmed that it supports the principle of the CS3 in that report.
1. 3. The City Council responded to a second round of public consultation on CS3 and agreed to the implementation of Phase 1 of the scheme, which is currently being implemented through a second Cabinet Member report dated 21 August 2015 and the published decision on that report dated 25 August 2015. There is a link to those documents shown in the background papers to this report.
1. 4. This report considers TfL's public consultation for Phase 2 of CS3, which TfL consulted upon between 8 February 2016 and Sunday 20 March 2016. Phase 2 covers the section of CS3 between Paddington and Wood Lane. Within the City of Westminster the main impact is between the junction of Westbourne Terrace with Craven Road and the A40 Westway up to the boundary with the Royal Borough of Kensington and Chelsea in the vicinity of Great Western Road beneath the A40 Westway. **Appendix 1** provides links to TfL's consultation drawings showing the proposals in outline with a link to the limited information on TfL's interpretation of its modelling on the changes to average journey times for general traffic buses and average waiting times for pedestrians.
1. 5. The CS3 Phase 2 proposals cannot be supported by the City Council at this stage because of the unknown scope and extent of their likely traffic impact, accordingly the response contained in **Appendix 2** reflects the current scheme and the need for further information.

2 Recommendations

- 2.1 That the Cabinet Member for Sustainability and Parking agrees the City Council's response to TfL's consultation on Phase 2 of the East West Cycle Superhighway (now known as CS3) set out in Appendix 2 and generally supports the concerns raised by the Paddington Residents' Active Concern on Transport (PRACT) and the South East Bayswater Residents' Association (SEBRA) set out in Appendix 3.

3 Reasons for Decision

- 3.1 There is a strong case for undertaking additional traffic modelling and sharing the modelling assumptions with the City Council and its residents and businesses.
- 3.2 The Cabinet Member for Sustainability and Parking is therefore recommended to approve the draft response set out in Appendix 2 and note general support for the concerns raised by PRACT and SEBRA set out in **Appendix 3**.

4 Background, including Policy Context

- 4.1 The key policies contained within the adopted, November 2013 City of Westminster City Plan form the basis of this response to the scheme. This includes Policy S41 “Pedestrian Movement and Sustainable Transport”, which confirms that sustainable transport options will be supported and provided for, including the following priorities: providing for cycling facilities as part of all new development, including facilities for residents, workers and visitors as appropriate; and reducing reliance on private motor vehicles and single person motor vehicle trips.

5 Scheme Design Proposals

- 5.1 The City Council supports the Mayor of London’s Vision for Cycling in London, which was published by the Greater London Authority in March 2013 and has been working closely with TfL to resolve technical concerns for Phase 1. A similar approach now needs to be adopted for Phase 2.
- 5.2 The City Council welcomes TfL’s involvement of the City Council at Member level and officer level, local residents: Paddington Residents' Active Concern on Transport (PRACT); South East Bayswater Residents' Association (SEBRA) and Hyde Park Estate Association (HPEA) and businesses including Lancaster London Hotel and the local stables during the development of the Phase 1 proposals around Lancaster Gate and the southern end of Westbourne Terrace.
- 5.3 The City Council also welcomes the similar approach adopted during the development of the Phase 2 proposals in the City of Westminster between the junction of Craven Road with Westbourne Terrace and the A40 Westway. This process has resulted in proposals, which have responded to the comments made about maintaining two way working across Westbourne Bridge and altering the junction of Gloucester Place with Bishop’s Bridge Road to allow right turns at that junction to mitigate the impact of the proposed banned right turn from the eastern arm into the northern arm of the junction of Bishop’s Bridge Road and Westbourne Terrace.
- 5.4 It is unfortunate that the traffic modelling undertaken by TfL on Phase 2 has not been shared with local residents and businesses in the same meaningful way. For example, it is not clear from the limited information provided to the public and stakeholders being consulted on the traffic modelling undertaken by TfL to quantify the traffic impacts associated with the proposals, and how TfL intends managing the traffic passing through the area. There are few traffic signals on the A40 radial route. This makes it difficult for TfL to control traffic allowed into the local area through its Active Traffic Management (ATM). Consequently, traffic is likely to queue from the proposed traffic signal controlled junction of Orsett Terrace with

Westbourne Bridge and Westbourne Terrace onto the A40 Westway. It will also affect the modified traffic signal controlled junction of Bishop's Bridge Road with Westbourne Terrace. It is also not clear how much traffic will be able to get through these junctions given the impact of both the Phase 1 proposals further south and the Phase 2 proposals.

- 5.5 The Phase 2 proposals cannot therefore be supported by the City Council at this stage because of the unknown scope and extent of their likely traffic impact. The City Council therefore objects to the proposals being implemented on behalf of its residents and businesses who have requested detailed information on the traffic modelling work undertaken on several occasions. It has been noted that there is likely to be significant traffic queuing on the eastbound carriageway of the A40 Westway unless the traffic diverts to other less suitable traffic routes.
- 5.6 The City Council is concerned that the traffic islands used to form the segregated cycle tracks must be adequately signed with illuminated passive style traffic signs (that give way on impact). These need to be of suitable size so that the leading edges of the traffic islands can easily be seen by all road users and particularly powered two wheeler riders in severe conditions such as heavy rain and in certain lighting conditions. This follows from a tragic fatal road traffic collision in Northumberland Avenue in 2014 when a powered two wheeler motor cycle rider was killed when there was no traffic sign on the leading edge of one traffic island and the traffic sign installed by TfL (and maintained by the City Council) on the opposite end of the traffic island was not of a passive design. This concern has yet to be resolved in the detailed design of part of Phase 1 of the East West Cycle Superhighway (now being called CS3). Refuse collection from most properties in Westbourne Terrace is undertaken from the service roads in front of the buildings. However, the proposed traffic islands will certainly have implications for the refuse collection vehicles making their way along Westbourne Terrace as well as any mechanised street sweeping of the cycle tracks.
- 5.7 PRACT and SEBRA have continued to express concern about the timetable for implementing the measures in Westbourne Terrace because of the continuing traffic diversions associated with the closure of Eastbourne Terrace during the construction of Crossrail. TfL has agreed to hold further discussions with Crossrail to determine whether the segregated cycle facilities can be provided in advance of the completion of Crossrail in 2017. Appendix 3 sets out the joint response to TfL's consultation on Phase 2 from PRACT and SEBRA.
- 5.8 These proposals have been developed to deliver much needed improvements for cyclists. However, the problem faced by TfL and the City Council is how to provide for other essential highway users.

6 Programme

- 6.1 TfL is expected to report the results of the public consultation on Phase 2 to the TfL Board in early summer for the newly elected Mayor of London to form a view with his or her new TfL Board.

7 Outstanding Issues

- 7.1 The outstanding issues are set out in paragraphs 5.4 to 5.7 of this report.

8 Financial Implications

8.1 TfL will be fully funding this scheme if it proceeds, including full reimbursement of design development and implementation costs, and the City Council's reasonable costs. The standard practice with TfL is to claim retrospectively for costs. To date, additional costs of £6,985 have been incurred in undertaking this consultation. The City Council will be seeking to recover these costs from TfL.

9 Legal Implications

9.1 TfL and the City Council will be undertaking statutory consultation on the associated traffic regulation orders for their respective highways. The City Council will need to enter into the requisite legal agreements under section 8 and section 278 of the Highways Act 1980 to enable TfL to carry out works on the City Council's highways if the results of the additional traffic modelling indicate that the scheme impact can be appropriately mitigated, following consideration of a further Cabinet Member report.

9.2 The Council has had regard to its public sector equality duty contained in Section 149 of the Equality Act 2010.

10 Consultation

10.1 TfL has undertaken extensive consultation on its proposals, details of which, including the consultation reports, are available on Transport for London's website at <https://consultations.tfl.gov.uk/cycling/eastwest>.

10.2 Ward Councillors from Bayswater Ward, Hyde Park Ward, Lancaster Gate Ward, Little Venice Ward and Westbourne Ward have been consulted on TfL's proposals and have not expressed any views at the time this report was finalised.

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

Martin Low on 020 7641 1975, email mlow@westminster.gov.uk

List of Background Papers

Cabinet Member report dated 12 December 2014 and Cabinet Member decision on report dated 19 December 2014 on TfL's consultation on the East West Cycle Superhighway:

<http://committees.westminster.gov.uk/ieDecisionDetails.aspx?ID=250>

Cabinet Member report dated 21 August 2015 and published decision dated 25 August 2015 on "East West Cycle Superhighway Scheme Approval"

<http://committees.westminster.gov.uk/mglIssueHistoryHome.aspx?Ild=6521>

Westminster's City Plan: Strategic Policies

http://transact.westminster.gov.uk/docstores/publications_store/Westminster's%20City%20Plan%20Adopted%20November%202013%20FINAL%20VERSION.pdf

For completion by the **Cabinet Member for Sustainability and Parking**

Declaration of Interest

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

Signed: _____ Date: _____

NAME: **Councillor Heather Acton, Cabinet Member for Sustainability and Parking**

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
TfL’s East West Cycle Superhighway (CS3) Phase 2 Scheme: Public consultation

Signed

Councillor Heather Acton, Cabinet Member for Sustainability and Parking

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 Director of Law, 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.

Appendices

Appendix 1: Web links to TfL's consultation information

Overview:

<https://consultations.tfl.gov.uk/cycling/0e1209f5>

Section 1 - Westbourne Terrace:

<https://consultations.tfl.gov.uk/cycling/1a78f0f6>

Section 2 - Bishop's Bridge Road-Orsett Terrace Junction

<https://consultations.tfl.gov.uk/cycling/cd309226>

Section 3 - Bishop's Bridge Road - Gloucester Terrace Junction

<https://consultations.tfl.gov.uk/cycling/26154437>

Section 4 - Westbourne Bridge to Harrow Road Slip

<https://consultations.tfl.gov.uk/cycling/534f53c5>

Section 5 - Harrow Road slip to Westway

<https://consultations.tfl.gov.uk/cycling/cf571da1>

Section 6 - Westway (Harrow Road slip to West Cross Roundabout)

<https://consultations.tfl.gov.uk/cycling/e2be46ed>

East-West Cycle Superhighway from Paddington to Acton – summary of predicted journey time impacts for road users and pedestrians

<https://consultations.tfl.gov.uk/cycling/fd1373e0>

Appendix 2: Draft City Council response to TfL's consultation on CS3 Phase 2

Appendix 3: PRACT response supported by to TfL's consultation on CS3 Phase 2