



City of Westminster

Cabinet Member Report

Decision Maker:	Cabinet Member for Sustainability and Parking
Date:	23 March 2016
Classification:	For general release
Title:	Transport for London's Superhighway 11 (CS11) Scheme: Public consultation
Wards Affected:	Abbey Road, Regent's Park and Marylebone High Street
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. This report considers TfL's public consultation for Cycle Superhighway 11 (Swiss Cottage to Portland Place), which TfL consulted upon between 8 February 2016 and 20 March 2016. Within the City of Westminster the proposed alignment of this route is Avenue Road, The Outer Circle Regent's Park, Park Crescent and Portland Place. **Appendix 1** provides TfL's consultation leaflet and consultation drawings detailing the proposals. **Appendix 2** provides the limited information received from TfL on its interpretation of its modelling on the changes to average journey times for general traffic and buses and average waiting times for pedestrians. TfL only provided this modelling interpretation for the section of the route Swiss Cottage to Marylebone Road, as Portland Place was not included in TfL's strategic modelling.
1. 3. The Cycle Superhighway 11 proposals cannot be supported by the City Council at this stage given the unknown scope and extent of their traffic impact. This is reflected in **Appendix 3**, which is the City Council's formal response to TfL's consultation on Cycle Superhighway 11.

2 Recommendations

- 2.1 That the Cabinet Member for Sustainability and Parking agrees the City Council's response to TfL's consultation on Cycle Superhighway 11 as set out in **Appendix 3**.
- 2.2 That the City Council notes the responses received from various stakeholders, including the St Marylebone Society (**Appendix 8**) and the St John's Wood Society (**Appendix 4**).
- 2.3 That the City Council notes the comments and concerns raised by local communities as set out in the following appendices:
 - Appendix 5: Meeting minutes St John's Wood stakeholders of 22 February 2016
 - Appendix 6: Meeting minutes CS11 stakeholder meeting of 25 February 2016
 - Appendix 7: Meeting note CS11 Public meeting of 7 March 2016

3 Reasons for Decision

- 3.1 It is essential that TfL undertakes additional traffic modelling and shares the modelling assumptions with the City Council and its residents and businesses. This will assist all stakeholders in understanding fully the traffic impacts associated with the Cycle Superhighway 11 (CS11) proposals. The City Council supports the strong local feelings that TfL should adopt an holistic approach by considering the

combined impacts of several schemes and major redevelopments in its modelling of CS11. There is significant concern that TfL's modelling needs to consider the redevelopment of the St John's Wood Barracks and the potential traffic impact of HS2, albeit that the works for the latter will not happen for at least five years.

- 3.2 The Cabinet Member for Sustainability and Parking is therefore recommended to approve the draft response set out in **Appendix 3** and note general support for the concerns raised by the community, as set out in **Appendices 4 to 8**.

4 Background, including Policy Context

- 4.1 The key policies contained within the City of Westminster City Plan form the basis of the Council's response to this consultation. Policy S41 of the City Plan, "Pedestrian Movement and Sustainable Transport", confirms that sustainable transport options will be supported and provided for. This includes providing for cycling facilities as part of all new developments, including facilities for residents, workers and visitors as appropriate and reducing reliance on private motor vehicles and single person motor vehicle trips.
- 4.2 One of the high level objectives within the City Council's Cycling Strategy is to create safer and more legible cycle routes through working in partnership with TfL and neighbouring authorities to deliver the Central London Cycle Grid, of which Cycle Superhighway 11 forms part.

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 on the development of the Cycle Superhighway 11 proposals.
- 5.2 Traffic modelling, to assess the impact of these proposals, has only been carried out for the section of the route between Swiss Cottage and Marylebone Road. No traffic modelling has been carried out for the Portland Place section of the route. Additionally TfL's traffic modelling has not included known developments, including High Speed 2 (HS2) and the St John's Wood Barracks.
- 5.3 It is unfortunate that the traffic modelling undertaken by TfL has not been shared fully with the public and stakeholders through the consultation process. TfL has limited the release of data to the table supplied in **Appendix 2**, which sets out general traffic and cycle journey time impacts along the Cycle Superhighway 11 route, bus journey time impacts and pedestrian wait times at signal controlled crossing locations along the route. This level of traffic modelling data is not sufficient to enable affected parties to quantify the traffic impacts associated with the proposals, and to understand how TfL intends managing the traffic passing through the area. TfL has suggested that traffic will be controlled through its Active Traffic Management (ATM) strategy, however it has not quantified how it will do this.
- 5.4 Due to the lack of clarity of the traffic impacts of the proposals, the City Council objects to the proposed closure of the four gates in The Regent's Park (Macclesfield Bridge, York Gate, Park Square West and Park Square East). The City Council has been consistent in its advice to TfL and The Royal Parks Agency

to take measures to slow traffic on the Outer Circle for this scheme, rather than adopt gate closures.

- 5.5 Two options are presented in TfL's consultation for the Portland Place element of the scheme, which comprise either advisory cycle lanes or segregated cycle lanes, yet TfL's traffic modelling completed to date has not included Portland Place. The City Council cannot indicate a scheme preference without understanding the traffic impacts of both options.
- 5.6 The Cycle Superhighway 11 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, together with the Council, have requested detailed information on the traffic modelling work undertaken on several occasions.

6 Programme

- 6.1 TfL is expected to report the results of the public consultation on Cycle Superhighway 11 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 Financial Implications

- 7.1 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 £9,555 have been incurred in undertaking this consultation. The City Council will be seeking to recover these costs from TfL.

8 Legal Implications

- 8.1 If this scheme proceeds, 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 by Cabinet Members and a further Cabinet Member Report.
- 8.2 The Council has had regard to its public sector equality duty contained in Section 149 of the Equality Act 2010.

9 Consultation

- 9.1 Since April 2015 TfL has actively engaged the City Council (at Member and officer level), The Royal Parks Agency, the London Borough of Camden, the Crown Estate Paving Commission, local amenity societies (St John's Wood Society, the St Marylebone Society and The Marylebone Association), cycle and pedestrian advocacy groups, the Zoological Society of London, The Friends of Regent's Park and other stakeholders in developing the CS11 proposals. This engagement has been in the form of stakeholder workshops held at The Hub in Regent's Park.
- 9.2 As part of the formal consultation exercise TfL has undertaken extensive consultation on its proposals, details of which, are available on Transport for London's website at <https://consultations.tfl.gov.uk/cycling/cs-11/consultation>. This consultation included the distribution of leaflets to affected properties up to 500 metres off the route alignment, email notification to approximately 150,000 interested parties and a series of public consultation events run during the six weeks of the consultation.
- 9.3 In response to concerns raised and requests from the local community, the City Council facilitated an additional three consultation meetings, with the meeting notes of these meetings included in **Appendices 5 to 7**. The final one of these meetings, on 7 March 2016, generated significant interest and over 270 people attended. At this meeting concern was raised over the coverage of the leaflet delivery and a call for an extension of the deadline for responses. The City Council formally requested that TfL extend the consultation period to allow more time for its proposals to be considered.
- 9.4 The City Council has received copies of the consultation responses from two of the three recognised amenity societies in the affected area, and these are included in **Appendix 4** (St John's Wood Society response) and **Appendix 8** (St Marylebone Society response).

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

Jayne Rusbatch on 020 7641 3241, email jrusbatch@westminster.gov.uk

List of Background Papers

Westminster's City Plan: Strategic Policies

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

Westminster's Cycling Strategy

<https://www.westminster.gov.uk/cycling-strategy-0>

St John's Wood Barracks planning application (RN 14/08070/FULL) Transport Assessment http://idoxpa.westminster.gov.uk/online-applications/files/9805E2ED0C7283A31ECE2377FFFBECEF/pdf/14_08070_FULL-VOL_4_-_APPENDIX_4A_-_TRANSPORT_ASSESSMENT_PART_1_OF_2-3507008.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 **Transport for London’s Superhighway 11 (CS11) 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: TfL consultation leaflet and consultation drawings

Appendix 2: TfL Traffic Impact Results Swiss Cottage to Marylebone Road

Appendix 3: Draft Response from the City Council to formal consultation on CS11

Appendix 4: Proposed CS11 - St. John's Wood Society Response

Appendix 5: Meeting minutes St John's Wood stakeholder meeting 22 February 2016

Appendix 6: Meeting minutes CS11 stakeholder meeting 25 February 2016

Appendix 7: Meeting note CS11 Public meeting 7 March 2016

Appendix 8: St Marylebone Society consultation response

Appendix 1

TfL consultation leaflet and consultation drawings

Appendix 2

TfL Traffic Impact Results Swiss Cottage to Marylebone Road

Appendix 3

Draft Response from the City Council to formal consultation on CS11

Appendix 4

Proposed CS11 - St. John's Wood Society Response

Appendix 5

Meeting minutes St John's Wood stakeholder meeting 22 February 2016

Appendix 6

Meeting minutes CS11 stakeholder meeting 25 February 2016

Appendix 7

Meeting note CS11 Public meeting 7 March 2016

Appendix 8

St Marylebone Society consultation response