



**City of Westminster**

# Cabinet Member Report

<b>Meeting or Decision Maker:</b>	<b>Cabinet Member for City Highways</b>
<b>Date:</b>	<b>29 March 2018</b>
<b>Classification:</b>	<b>For General Release</b>
<b>Title:</b>	<b>Central London Cycle Grid: Quietway from Edgware Road to Fitzrovia - Design and Implementation</b>
<b>Wards Affected:</b>	<b>Hyde Park Ward, Bryanston &amp; Dorset Square, Marylebone High Street</b>
<b>City for All</b>	<b>This decision contributes to the City for All initiative by providing safer, legible routes for people to cycle and improving the public realm for pedestrians in the City of Westminster.</b>
<b>Key Decision:</b>	<b>This report is a key decision</b>
<b>Financial Summary:</b>	<b>The estimated cost of the proposals identified in this report is £3,556,560 and includes £544,903 risk and contingency which will be fully funded by Transport for London (TfL).</b> <b>The City Council has previously incurred approved expenditure of £581,633 fully funded by TfL. A further £2,974,927 is being funded by Transport for London in the 2017-18 and 2018-19 financial years.</b>
<b>Report of:</b>	<b>Executive Director for City Management and Communities</b>

## **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 former Cycling Commissioner for London on the development and implementation of the Central London Cycle Grid (Quietways) and Cycle Superhighways 11, 5 and 3 (E-W). This report focuses on a proposed Quietway from Edgware Road to Fitzrovia and the detailed designs developed following public consultation undertaken by Westminster City Council, which took place between 11<sup>th</sup> September 2015 and 16<sup>th</sup> October 2015.
- 1.2 This report seeks approval to undertake design and implementation of a proposed Quietway cycle route from Edgware Road to Fitzrovia, which forms part of the Central London Cycle Grid in Westminster and is due to be implemented by June 2018.
- 1.3 The Central London Cycle Grid is part of the Mayor of London's Cycle Vision for London and will be fully funded by Transport for London.

## **2. Recommendations**

- 2.1 That the Cabinet Member for City Highways reaffirms the City Council's support for the Quietway Edgware Road to Fitzrovia scheme, as part of the Central London Cycle Grid, and agrees to it being implemented.
- 2.2 That approval is granted to undertake design and implementation of the proposed Quietway Edgware Road to Fitzrovia scheme, as part of the Central London Cycle Grid.
- 2.3 That the Cabinet Member for City Highways gives delegated authority to the Executive Director for City Management and Communities to agree final scheme proposals and to enter into any necessary legal agreements with Transport for London, in consultation with the Cabinet Member for City Highways.
- 2.4 That the Cabinet Member for City Highways gives delegated authority to the Executive Director for City Management and Communities to make any requisite traffic regulation orders associated with the scheme.
- 2.5 That the Cabinet Member for City Highways approve capital expenditure in the sum £2,974,927 to complete the scheme.

### **3. Reasons for Decision**

- 3.1 The proposed scheme will contribute to the Council's City for All objectives. It is intended that this scheme will:
- Provide legible and safer routes for cycle traffic.
  - Improve the public realm and pedestrian facilities.
  - Improve health. This will be achieved in part by encouraging more everyday journeys to be made by active transportation. Improvements to pedestrian facilities are also proposed as part of the scheme.
  - Encourage more people to cycle. This will be achieved by implementing a scheme suitable for all people who want to cycle in the area, particularly those wishing to avoid some of the busier, highly trafficked main roads.
  - Reduce CO<sub>2</sub> emissions. This will be achieved in part by encouraging modal shift from private motor vehicles to bicycles.
  - Reduce overcrowding on public transport. This will be achieved in part by encouraging more journeys to be made by bicycle.

### **4. Background, including Policy Context**

- 4.1 One of the commitments under 'City for All' is 'to invest, with our partners, in new public realm schemes, including walking and cycling improvements, and improvement of road safety.
- 4.2 The adopted November 2013 and subsequent updated November 2016 City of Westminster City Plan 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.
- 4.3 One of the high level objectives within the City Council's Cycling Strategy (adopted in November 2014) 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.
- 4.4 One of the objectives in the Sustainable Modes of Travel Strategy 2017 is to improve the City's infrastructure for walking and cycling to further encourage and promote cycling and walking.
- 4.5 The recently approved Westminster Walking Strategy 2017-2027 highlights the need to make improvements to encourage walking and cycling.

4.6 The proposed Central London Cycle Grid has been developed by the City Council in discussion with neighbouring managing authorities, The Royal Parks, the Canal and River Trust, the Mayor of London's Cycling Commissioner and Transport for London, taking into account comments received from public consultation.

## 5. Scheme 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. The City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of the proposed Central London Cycle Grid, which comprises a number of Quietway cycle routes.
- 5.2 A proposed Quietway cycle route from Edgware Road to Fitzrovia seeks to improve the provision for cycling along quieter streets, particularly for people wishing to avoid some of the busier main roads in the area. The section within the City of Westminster is approximately 2km in length. The streets affected by these proposals are Burwood Place, Brendon Street, Harrowby Street, Seymour Place, Crawford Street, Paddington Street, Nottingham Place, Nottingham Street, Marylebone High Street, Devonshire Street, Great Portland Street, Carburton Street, Great Titchfield Street, Clipstone Street and Clipstone Mews. There are also changes proposed to Brendon Street to enable TfL's improvements at the junction of Edgware Road / Burwood Place / Harrowby Street. This Quietway is intended to connect to other routes proposed on the Central London Cycle Grid in the City of Westminster. This Quietway is intended to connect to existing cycle routes in the London Borough of Camden.
- 5.3 Proposals include improvements for cycling and for pedestrians at key locations along the proposed alignment of this route. Wayfinding symbols on the carriageway are proposed along the entire route to help guide cyclists and to alert other road users of the presence of cyclists and Advanced Stop Line facilities are also proposed at several junctions.

The design and implementation of the junction of Edgware Road, Burwood Place and Harrowby Street is being undertaken by Transport for London.

Along Crawford Street, at the junction with Seymour Place, signalised pedestrian crossings are proposed.

Along Marylebone High Street, between Paddington Street and Nottingham Street, designs are being developed in co-ordination with the Low Emission Neighbourhood scheme and are proposed to include reconfiguration to the Zebra crossings, raised tables and kerb build outs.

Along Devonshire Street, at the junction with Marylebone High Street, it is proposed to widen footways to assist pedestrians. This will also make turning movements easier for cycle traffic by removing a pinch point created by an

existing traffic island. At the junction of Portland Place and Devonshire Street it is proposed to install green arms for pedestrians across the junction.

In Great Portland Street, it is proposed to rearrange the street layout to enable two-way cycling. A new traffic signal is proposed to help cycle traffic and pedestrians cross the road.

- 5.4 A feasibility and initial design has been completed by FM Conway Ltd as part of the Council's term contract for Highways and Public Realm. The initial design is shown on drawings 70005331-CLN-E-03-GA, included in Appendix B.

## **6. Programme**

- 6.1 It is planned to complete the detailed design and implementation of the Edgware Road to Fitzrovia Quietway by January 2018. Feasibility design was completed in Spring 2016 with an aim of seeking Cabinet Member Approval to move for detailed design and construction as below:

- Consultation – Autumn 2015
- Detailed Design (including Traffic Order consultation) – December 2017 to March 2018
- Implementation – March 2018 to October 2018

- 6.2 The programme is subject to approvals and involvement from third parties including Transport for London's Traffic Infrastructure team (traffic signals). The programme is also subject to interdependencies and coordination with other schemes in the local area, including Cycle Superhighway 11 and the Marylebone Low Emission Neighbourhood (LEN).

## **7. Outstanding Issues**

- 7.1 Subject to Cabinet Member approval, the Traffic Order consultation for the proposals identified in this report will be progressed. The Executive Director for City Management and Communities will use his delegated powers to consider any objections received in consultation with the Cabinet Member for City Highways.
- 7.2 The Executive Director of City Management and Communities will request Tri-Borough Legal Services to progress drafting and entering into any necessary wayleave agreements for any proposed wall hung lighting and signs.
- 7.3 TfL's proposed changes at the junction of Edgware Road / Harrowby Street / Burwood Place are currently under discussion with Westminster City Council and local stakeholders. The Council is seeking agreement on proposals which are consistent with the Edgware Road Action Plan, and which will provide coherent

provision for cycling along the route of this proposed Quietway whilst providing improvements for pedestrians at this busy junction along Edgware Road.

- 7.4 Westminster City Council's aspirations for the proposed Baker Street Two-Way scheme intersect with this proposed Quietway. Westminster City Council will work with stakeholders to construct this proposed Quietway in co-ordination with the proposals along Baker Street and Gloucester Place.
- 7.6 Westminster City Council's aspirations for the Low Emission Neighbourhood (LEN) intersect with this proposed Quietway at Paddington Street and at Marylebone High Street. Westminster City Council will construct this proposed Quietway whilst safeguarding for future proposals in Paddington Street and in Marylebone High Street

## **8. Financial Implications**

- 8.1 Transport for London will be fully funding this scheme, as part of the Mayor of London's Cycle Vision for London. The total estimated project cost is £3,556,560 inclusive of design fees, construction costs, client costs, and risk and contingency allowances. The City Council has previously incurred approved expenditure of £581,633 fully funded by TfL. A further £2,974,927 is being funded by Transport for London.
- 8.2 TfL has written to confirm that they will fully fund the implementation of this scheme.
- 8.3 The Quietway Edgware Road to Fitzrovia scheme is fully accounted for within the Council's approved capital programme under the 'Cycle Grid' programme line.
- 8.4 Implementation of the Quietway Edgware Road to Fitzrovia proposals is expected to result in maintenance costs of approximately £235,000 over 30 years. This will be contained within existing revenue budgets and represents a reduced cost when compared to the projected maintenance costs of the existing public realm.

## **9. Legal Implications**

- 9.1 The proposed works set out in this report are being carried out by the Council in its capacity as the Local Highway Authority for Westminster.
- 9.2 The Highways Act 1980 authorises the Local Highway Authority to carry out works to repair, maintain or replace highways, which under highways law includes the footway or pavement.
- 9.3 Section 65 of the Highways Act 1980 authorises the Local Highway Authority to construct, in or by the side of a highway maintainable at public expense, a cycle

track as part of the highway; and they may light any cycle track constructed by them under this section.

- 9.4 The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within the Borough, in the interest of safety, including the making of Traffic Regulation Orders.
- 9.5 The Council confirms that, in formulating the proposals set out in this report, it has had regard to its public sector equality duty contained in Section 149 of the Equality Act 2010.
- 9.6 The Director of Law has considered this report and is satisfied that the proposed works and orders fall within the Council's statutory powers as detailed in 9.1 to 9.4 above.

## **10. Consultation**

- 10.1 Prior to the public consultation a pre-consultation meeting was held on 16<sup>th</sup> December 2014 inviting key stakeholders, including Councillors, local amenity societies, adjacent managing authorities and other interest groups, to discuss key issues along the route. A copy of these minutes is included in Appendix C.
- 10.2 Stakeholder consultation has been undertaken throughout the development of the feasibility design. This culminated in a formal public consultation undertaken between 11th September 2015 and 16th October 2015. Public consultation sought the views of residents, visitors, business owners and other interested groups to comment on the development and delivery of this Quietway route, as part of the Central London Cycle Grid. A copy of the consultation report is included in Appendix C.
- 10.3 Several different approaches were used during public consultation to raise awareness of the Central London Cycle Grid and this Quietway cycling route, in order try to gain a wide range of views and responses. The following methods were used:
  - letters were sent to stakeholders within a 100m radius along the route of the Quietway including residents, businesses and schools
  - emails were issued to key stakeholders
  - design proposals and a questionnaire were hosted online on Westminster City Council's website - <https://www.westminster.gov.uk/quietway-route-edgware-road-fitzrovia>
  - public exhibitions were held in a local venue on Beaumont Street on 29<sup>th</sup> September 2015 and 3<sup>rd</sup> October 2015.
- 10.4 Responses were encouraged through an online questionnaire. 358 respondents completed the questionnaire. Overall, 80% of respondents supported the



proposals. For each section, the percentage of respondents stating that they “Strongly Support” or “Tend to Support” the proposals is: Harrowby Street and Seymour Place: 79%; Crawford Street and Paddington Street: 78%; and Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street: 78%.

- 10.5 Following the completion of the public consultation a number of recommendations have been proposed to be investigated which may result in the design of the Edgware Road to Fitzrovia Quietway being revised. These recommendations are included as part of the consultation report in Appendix C.
- 10.6 It is recommended that the results and findings from the consultation, as highlighted in the consultation report, are summarised and published on the City Council’s website.
- 10.7 Following on from the public consultation the three Marylebone High Street Ward Councillors (Councillor Karen Scarborough, Councillor Iain Bott, Councillor Ian Rowley) met with Westminster Officers and residents of Carburton Street, who opposed the two-way cycling in Carburton Street. The proposals have since been amended to reflect the concerns.

A Zebra crossing over Devonshire Street near the junction of Marylebone High Street is being investigated following a request from Councillor Karen Scarborough along with footway works at the junction of Marylebone High Street and Paddington Street.

- 10.8 Residents of Brendon Street who object to the proposals in Brendon Street, as part of TfL’s Burwood Place, Edgware Road, Harrowby Street junction proposals, met with a Westminster Officer to discuss the scheme in more detail. Following the discussion, it is recommended that the proposed loading facility is installed by way of a temporary traffic order (12 months) where it will be monitored to ensure that the loading facility does not adversely affect the loading operation that currently exists in Brendon Street. Additional kerbside restrictions is also recommended and will form part of the Traffic Order Consultation.

**If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Anthony Sabato on 0207 641 1703 or email: [asabato@westminster.gov.uk](mailto:asabato@westminster.gov.uk)**

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

Westminster Cycling Strategy

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

The Mayor of London's Cycle Vision for London

<http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf>

[Westminster's Walking Strategy 2017-2027](#)

<https://www.westminster.gov.uk/walking>

Meeting notes of Quietway Edgware Road to Fitzrovia Pre-Consultation meeting 16<sup>th</sup>  
December 2014

For completion by the **Cabinet Member for City Highways**

**Declaration of Interest**

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

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

NAME: **Councillor Danny Chalkley**

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 **Central London Cycle Grid: Quietway from Edgware Road to Fitzrovia - Design and Implementation** and reject any alternative options which are referred to but not recommended.

Signed .....

Cabinet Member for City Highways

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, Chief Operating Officer and, if there are resources implications, the Director of Human 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 Members: 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. Resource Implications**

- 1.1 All costs associated with the design and implementation will be met by TfL via the Mayor for London's Cycle Vision budget.

### **2. Business Plan Implications**

- 2.1 There are no known Business Plan implications arising from this report.

### **3. Risk Management Implications**

- 3.1 Project risks are managed by the Project Board through the Risk Register.

### **4. Health and Wellbeing Impact Assessment including Health and Safety Implications**

- 4.1 Health and Safety issues will be identified and addressed in accordance with the Construction, Design and Management Regulations 2015.
- 4.2 The scheme will have a beneficial impact on health and well-being by improving accessibility and safety. The proposed scheme will improve provision for cyclists and pedestrians, and will help encourage more people to cycle and walk, thereby improving health and tackling obesity.
- 4.3 Disruption during works will be carefully managed to minimise negative impacts such as dust and noise.

### **5. Crime and Disorder Implications**

- 5.1 Improvements to the public lighting should help reduce anti-social incidents.
- 5.2 The measures in this report are not expected to have any implications under the Crime and Disorder Act 1998.

### **6. Impact on the Environment**

- 6.1 Existing materials that are taken up will be recycled wherever possible. Natural materials being used to implement the scheme such as granite should last in excess of 100 years with proper asset maintenance and no damage.

### **7. Equalities Implications**

- 7.1 The scheme will not negatively impact those with mobility difficulties.

### **8. Staffing Implications**

- 8.1 There are no staffing implications arising from this report.

## **9. Human Rights Implications**

9.1 There are no human rights implications arising from this report.

## **10. Energy Measure Implications**

10.1 As part of the Council's drive for energy efficiency in its street lighting provision, the design proposals will include for the implementation of a LED street lighting solution, where amendments to street lighting are required.

## **11. Communications Implications**

11.1 Communication with Ward Councillors, Residents' Associations, Amenity Societies, and other key stakeholders will continue throughout the development and design of the route. Regular meetings will also be held with the adjacent authority the London Borough of Camden to ensure that the cycle route continues across administrative boundaries.

11.2 Residents and businesses will be consulted prior to works commencing and as much notice as possible of disruption will be given. There will be statutory consultation on the associated traffic regulation orders.

**Appendix B: Drawing Numbers 70005331-CLN-E-03-GA**

**Appendix C: Consultation Report**