



City of Westminster Cabinet Member Report

Decision Maker:	Deputy Leader (Delivery) and Cabinet Member for Environment and City Management
Date:	18 October 2019
Classification:	For General Release
Title:	Central London Cycle Grid: Quietway from Hyde Park to Fitzrovia - Design and Implementation
Wards Affected:	Hyde Park, Bryanston and Dorset, Marylebone High Street
City for All	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.
Key Decision:	Yes
Financial Summary:	The estimated cost of the proposals identified in this report is £1,851,656 and includes £370,331 risk and contingency, which will be fully funded by Transport for London (TfL). The City Council has previously incurred approved expenditure of £204,309, fully funded by Transport for London (TfL) in the previous three financial years. A further £1,851,656 is being funded by TfL in the 2019/20 and 2020/21 financial years.
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), the former Cycling Commissioner for London and the current Cycling and Walking Commissioner 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 Quietway from Hyde Park to Fitzrovia and the detailed designs developed following public consultation undertaken by Westminster City Council between 25th January and 29th February 2016.
- 1.2 This report seeks approval to undertake design and implementation of a proposed Quietway cycle route from Hyde Park to Fitzrovia, which forms part of the Central London Cycle Grid in Westminster, and is due to be implemented by the end of the 2020/21 financial year.
- 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 Environment and City Management reaffirms the City Council's support for the Quietway Hyde Park to Fitzrovia scheme, as part of the Central London Cycle Grid, and agrees to it being implemented.
- 2.2 That approval is granted by the Cabinet Member for Environment and City Management. for officers to undertake design and implementation of the proposed Quietway Hyde Park to Fitzrovia scheme, as part of the Central London Cycle Grid.
- 2.3 That the Cabinet Member for Environment and City Management 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 Environment and City Management.
- 2.4 That the Cabinet Member for Environment and City Management 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 Environment and City Management approves capital expenditure in the sum of £1,851,656 to complete the scheme.

3. Reasons for Decision

3.1 The proposed scheme will contribute to the adopted November 2013 and subsequent updated November 2016 City of Westminster City Plan 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 CO₂ 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 Strategic Objectives of the adopted November 2013, and subsequent updated November 2016, City of Westminster City Plan is 'To accommodate the safe and efficient movement of growing numbers of people entering and moving around Westminster by facilitating major improvements to the public transport system, improving the public realm and pedestrian environment, managing vehicular traffic, and making walking and cycling safer and more enjoyable'.

4.2 The updated November 2016 City of Westminster City Plan also 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 and Walking 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 Hyde Park 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 3km in length. The streets affected by these proposals are Stanhope Place, Connaught Square, Connaught Street, Porchester Place, Kendell Street, across Edgware Road (TLRN), George Street, Manchester Street, Manchester Square, Spanish Place, Hinde Street, Bentinck Street, Welbeck Street, Queen Anne Street, Wimpole Street and New Cavendish Street. This proposed route will intersect with the proposed East-West Cycle Superhighway at Hyde Park (North Carriage Drive), which is being delivered by Transport for London. To the north, this route will connect with another proposed Quietway from Bayswater to Edgware Road, which was approved via Cabinet Member decision on the 17th January 2017 and construction was completed in March of 2019. To the east, this route will connect with Quietway St. Johns Wood to Marylebone at Bryanston Square, which was consulted on between November 2015 and January 2016. The proposed cycle route will continue to Gloucester Street, where it will complement the cycling provisions installed as part of the Baker Street Two Way scheme.
- 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.

At Stanhope Place near the junction of Bayswater Road it is proposed to relocate parking bays to improve the cycling connection into / from Hyde Park; further changes in Stanhope Place will be co-ordinated and implemented in conjunction with the Hyde Park Ward Traffic Study. At Connaught Square and Stanhope Place a raised table is proposed to calm traffic and further consideration will be considered to improving the footway facilities at the northern side of Connaught square with potential buildouts. In Connaught Street, further consideration to include raising the existing zebra crossing near Porchester Place to further calm traffic.

At the junction of Seymour Street and George Street, pedestrian green arm facilities were proposed on all arms along with Advanced Stop Line facilities for cyclists. The addition of early release facilities for cyclists will be considered subject to additional traffic modelling results. Parking bays will need to be relocated to enable the changes at this junction. Further improvements to raise the existing zebra crossing in George Street near Bryanston Square will be considered along with potential modifications to the kerb alignments at the junction of Great Cumberland Place.

The proposals east of Gloucester Street that were consulted on will not be progressed as part of this Quietway and any further connections east will be subject to further feasibility design development and funding approvals.

- 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 70005332-Q7-C-01 through to 70005332-Q7-C-06, included in Appendix B.

6. Programme

- 6.1 It is planned to complete the detailed design and implementation of the Hyde Park to Fitzrovia Quietway by November 2019. 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 – December 2015 to February 2016
- Detailed Design (including Traffic Order consultation) – September 2019 to December 2019
- Implementation – January 2020 to April 2020

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 Hyde Park Area Wide Traffic Study, Oxford Street District proposals and changes on Edgware Road as part of TfL's Edgware Road junction improvement proposals.

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 her delegated powers to consider any objections received in consultation with the Cabinet Member for Environment and City Management.

7.2 The Executive Director of City Management and Communities will request Bi - Borough Legal Services to progress drafting and entering into any necessary wayleave agreements for any proposed wall hung lighting.

7.3 Further review of the Quietway Hyde Park to Fitzrovia proposals to ensure they are aligned with the Mayor of London's Cycling Action Plan, launched December 2018, which includes new quality standards criteria for new cycling infrastructure.

7.4 Rebranding of the Quietway Hyde Park to Fitzrovia to align with Transport for London's new approach to naming all cycle routes as 'Cycleways' is to be confirmed with further discussions with TfL.

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 £2,055,965 inclusive of design fees, construction costs, client costs, and risk and contingency allowances. The City Council has previously received funding from TfL of £204,309. A further £1,851,656 is being funded by Transport for London in the 2019/20 and 2020/21 financial years.

8.2 TfL has written to confirm that they will fully fund the implementation of this scheme.

8.3 The Quietway Hyde Park to Fitzrovia scheme is fully accounted for within the Council's approved capital programme under the 'Cycle Grid' programme line.

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 16th December 2014 inviting key stakeholders, including Councillors, local amenity societies, adjacent managing authorities and other interest groups, to discuss key issues along the route.
- 10.2 Stakeholder consultation has been undertaken throughout the development of the feasibility design. This culminated in a formal public consultation undertaken between 25th January and 29th February 2016. Public consultation sought the views of residents, visitors, business owners and other interested groups to support 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-hyde-park-fitzrovia>
 - public exhibitions were held at the Marylebone Library, Macintosh House, 54 Beaumont Street, W1G 6DW on the 10th February and 13th February 2016.
- 10.4 Responses were encouraged through an online questionnaire. 92 respondents completed the online questionnaire. Overall, the respondents expressed mixed view of the proposals. Along the length of the route, 34% of respondents stated that they “strongly support” or “tend to support” the proposals and a further 6% stated that they “support some elements but not all”. 47% of respondents stated that they “tend to oppose” or “strongly oppose” the proposals. 5% of respondents stated that they “neither support nor oppose” the proposals and finally 8% stated that they “don’t know”.
- 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 Hyde Park 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.

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

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 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 Sustainable Modes of Travel Strategy 2017

https://www.westminster.gov.uk/sites/www.westminster.gov.uk/files/sustainable_modes_of_travel_strategy_2017.pdf

[Westminster's Walking Strategy 2017-2027](https://www.westminster.gov.uk/walking)

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

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

Declaration of Interest

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

Signed:

Date:

NAME: **Councillor Tim Mitchell, Cabinet Member for Environment and City Management**

State nature of interest if any

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(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 recommendations in the report entitled **Central London Cycle Grid: Quietway from Hyde Park to Fitzrovia - Design and Implementation** and reject any alternative options which are referred to but not recommended.

Signed

Councillor Tim Mitchell, Cabinet Member for Environment and City Management

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:

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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 , the Executive Director – Finance and Resources, and, if there are human resources implications, the Director of People Services (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.

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. 70004975-Q88-03-GA-01 to 18

Appendix C: Consultation Report