



City of Westminster

Cabinet Member Report

**Meeting or Decision
Maker:**

Cabinet Member for Sustainability and Parking

Date:

03 January 2017

Classification:

For General Release

Title:

**Central London Cycle Grid: Quietway from
Bayswater to Edgware Road - Design and
Implementation**

Wards Affected:

Bayswater, Lancaster Gate, Hyde Park

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:

This report is a key decision

Financial Summary:

The estimated cost of the proposals identified in this report is £2,731,540, and includes £488,619 risk and contingency, which will be fully funded by Transport for London (TfL).

The City Council has previously incurred approved expenditure of £73,423 fully funded by TfL in the previous two financial years. A further £2,658,117 is being funded by TfL in the 2016-17 and 2017-18 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) 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 Quietway from Bayswater to Edgware Road and the detailed designs developed following public consultations undertaken by Westminster City Council, which took place between 18th December 2015 and 11th March 2016, and between 16th February 2016 and 18th March 2016.
- 1.2 This report seeks approval to undertake design and implementation of a proposed Quietway cycle route from Bayswater to Edgware Road, which forms part of the Central London Cycle Grid in Westminster, and which is due to be implemented by the end of the financial year 2016/17.
- 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 Sustainability and Parking reaffirms the City Council's support for the Quietway Bayswater to Edgware Road scheme, as part of the Central London Cycle Grid and agrees to it being implemented, subject to TfL funding.
- 2.2 That approval is granted to undertake design and implementation of the proposed Quietway Bayswater to Edgware Road scheme, as part of the Central London Cycle Grid.
- 2.3 That the Cabinet Member for Sustainability and Parking 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 Sustainability and Parking.
- 2.4 That the Cabinet Member for Sustainability and Parking 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 Sustainability and Parking approve capital expenditure in the sum of £2,731,540 to cover the full costs of the scheme including initial design, detailed design, and construction.

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, pedestrian facilities and carriageway resurfacing.
 - 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 and/or by foot.
 - Provide a pedestrian link to Sussex Gardens "garden".

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 City of Westminster City 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 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 Bayswater to Edgware Road 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 Bayswater Road, Ossington Street, Palace Court, Moscow Road, Hereford Road, Prince's Square, Kensington Gardens Square, Porchester Gardens, Porchester Terrace, Craven Hill Gardens, Craven Hill, Craven Road, Westbourne Terrace, Sussex Gardens, Norfolk Crescent, and Burwood Place. There is also an additional cycle link along Leinster Square, Hereford Road, and Talbot Road.
- 5.3 This Quietway is intended to connect to other routes proposed on the Central London Cycle Grid in the City of Westminster. This Quietway will intersect with the proposed East-West Cycle Superhighway at Westbourne Terrace and proposals are being coordinated. To the west, this Quietway will extend into the Royal Borough of Kensington and Chelsea (RBKC). To the east, this Quietway will connect to a complementary cycle route from Edgware Road to Fitzrovia.
- 5.4 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 proposals for Bayswater Road, between its junctions with Kensington Palace Gardens and Palace Court have been undertaken by the Royal Borough of Kensington and Chelsea. The implementation is already underway for shared-use footways on both the northern footway and southern footway connected by a new signal controlled toucan crossing for pedestrians and cyclists.

In Porchester Gardens, at the junction with Queensway, proposals will be coordinated with those being developed as part of wider public realm improvements along Queensway.

In Craven Hill Gardens, improvements to the existing cycle track through to Leinster Gardens are proposed by dropping the cycle track to road level and introducing dropped kerbs for pedestrians. The design of the junction with Westbourne Terrace is being designed, as part of the East-West Cycle Superhighway.

The Quietway will follow the alignment of the East-West Cycle Superhighway along Westbourne Terrace from Craven Road to Sussex Gardens. Along Sussex Gardens, proposals include segregated cycle facilities on both sides of the street to provide comfortable and safer cycling conditions. At the junction of Sussex Gardens and Norfolk Crescent signal controlled pedestrian crossings are proposed.

In the one-way section of Norfolk Crescent, two-way cycling is proposed.

The design of the junction of Burwood Place, Edgware Road and Harrowby Street is being undertaken by Transport for London and is subject to a separate consultation.

- 5.5 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-W-C-01 to C-06 and 70005331-BW LINK-C-01 to C-02, included in Appendix B.

6. Programme

- 6.1 It is planned to complete the detailed design and implementation of the Bayswater to Edgware Road Quietway by June 2017. Feasibility and 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 March 2016
- Detailed Design (including Traffic Order consultation) – April 2016 to February 2017
- Implementation – February 2017 to June 2017

- 6.2 The programme is also subject to interdependencies and coordination with other schemes in the local area, including TfL's proposals for changes to the junction of Edgware Road / Harrowby Street / Burwood Place as part of the Central London Cycle Grid.

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 Sustainability and Parking.
- 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.
- 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 Queensway intersect with this proposed Quietway. Westminster City Council will work with stakeholders to construct this proposed Quietway whilst safeguarding for future proposals along Queensway.

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 £2,731,540 inclusive of design fees, construction costs, client costs, and risk and contingency allowances. The City Council has previously incurred approved expenditure of £73,423, which was fully funded by TfL in the previous two financial years. A further £2,658,117 is being funded by Transport for London in the 2016-17 and 2017-18 financial years.
- 8.2 Implementation of the Quietway Bayswater to Edgware Road proposals is anticipated to result in a reduction in the Council's revenue costs of £773,473. The maintenance costs associated with this Quietway have been calculated at £327,561 over 30 years. This compares to an assumed cost of £1,101,034 over 30 years to maintain 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 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. 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 18th December 2015 and 11th March 2016. Separate public consultation was undertaken on an additional cycle link along Hereford Road and Talbot Road between 16th February 2016 and 18th March 2016. 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. Copies of the consultation reports are included in Appendix C.
- 10.3 Further consultations were held with key stakeholders to discuss the Quietway proposals in more detail on the 1st of January 2016, 11th of February 2016 and the 4th of July 2016 and the 9th November 2016. Minutes from these meetings can be found in the background papers

- 10.4 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-bayswater-road-edgware-road>
<https://www.westminster.gov.uk/central-london-cycle-grid-cycle-route-link-bayswater>
 - public exhibitions were held in a local venue on Paddington Street on 16th January 2016 and the 20th January 2016. For Proposals along Hereford Road and Talbot Road, public exhibitions were held in a local venue on Paddington Street on 2nd March 2016 and 12th March 2016.
- 10.5 Responses were encouraged through an online questionnaire. During public consultation held between 18th December 2015 and 11th March 2016, 127 respondents completed the questionnaire. Overall, the respondents expressed support towards the proposals. Along the length of the route, 54% of respondents stated that they “strongly support” or “tend to support” the proposals, 8% of respondents stated that they “support some elements but not all”. 3% of respondents stated that they “neither support nor oppose” the proposals. 31% of respondents stated that they “tend to oppose” or “strongly oppose” the proposals. 3% stated that they “don’t know”.
- 10.6 During public consultation held between 16th February 2016 and 18th March 2016, 37 respondents completed the questionnaire. Overall, the respondents expressed support towards the proposals. Overall, the respondents expressed support towards the proposals. Along the length of the additional cycle link from Hereford Road and Talbot: 71% of respondents stated that they “strongly support” or “tend to support” the proposals. 8% of respondents stated that they “support some elements but not all”. 4% of respondents stated that they “neither support nor oppose” the proposals. 16% of respondents stated that they “tend to oppose” or “strongly oppose” the proposals.
- 10.7 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 Bayswater to Edgware Road Quietway being revised. These recommendations are included as part of the consultation report in Appendix C.
- 10.8 Following on from the public consultation, post consultation stakeholder meetings and amendments made to the proposals taking on board comments; the following organisations and residents groups have stated their support for the

Quietway Bayswater to Edgware Road proposals, and this has been tabled in a report that can be found in background papers:

- South-East Bayswater Residents Association (SEBRA)
- Paddington BID
- Marble Arch Partnership
- Paddington Residents Active Concern on Transport (PRACT)
- Hyde Park Estate Association (HPEA)
- Hyde Park and Paddington Neighbourhood Area (HP&PNA)
- Hyde Park Ward Members:
 - Councillor Antonia Cox
 - Councillor Jean-Paul Floru

- 10.9 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: Jayne Rusbatch on 0207 641 3241 or email: jrusbatch@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>

Meeting notes of Quietway Bayswater to Edgware Road Pre-Consultation meeting 16th December 2014.

Meeting notes of Quietway Bayswater to Edgware Road Stakeholder meeting 11th February 2016.

Meeting notes of Quietway Bayswater to Edgware Road Stakeholder meeting 9th November 2016.

Report outlining local residents associations and key stakeholders comments on latest proposals December 2016.

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**

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 Bayswater to Edgware Road - Design and Implementation** and reject any alternative options which are referred to but not recommended.

Signed

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, 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

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 Royal Borough of Kensington and Chelsea 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-W-C-01 to C-06 and
70005331-BW LINK-C-01 to C-02**

Appendix C: Consultation Report