



City of Westminster

Cabinet Member Report

Meeting or Decision Maker:	Cabinet Member for Environment and Highways
Date:	12 May 2020
Classification:	For General Release
Title:	Central London Cycle Grid: Quietway from St John's Wood to Marylebone - Design and Implementation
Wards Affected:	Abbey Road, Bryanston & Dorset Square, Church Street, Regent's 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 £3,719,697, and includes risk and contingency, which will be fully funded by Transport for London (TfL). The City Council has previously incurred approved expenditure of £317,623 fully funded by Transport for London (TfL) in the previous financial years. A further £3,402,074 is being funded by TfL in the and 2020/21 financial year.
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 the Quietway from St. Johns Wood to Marylebone and the detailed designs developed following public consultation undertaken by Westminster City Council between 16th November 2015 and 8th January 2016.
- 1.2 This report seeks approval to undertake design and implementation of a proposed Quietway cycle route from St John's Wood to Marylebone, 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 2020/21.
- 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 Highways reaffirms the City Council's support for the Quietway St John's Wood to Marylebone 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 Highways to undertake design and implementation of the proposed Quietway St John's Wood to Marylebone scheme, as part of the Central London Cycle Grid.
- 2.3 That the Cabinet Member for Environment and 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 Environment and Highways.
- 2.4 That the Cabinet Member for Environment and 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 Environment and Highways approve capital expenditure to the sum of £3,402,074 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 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 London Borough of Camden, 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 St John's Wood to Marylebone 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 4km in length. The streets affected by these proposals are Greville Road, Carlton Hill, Hamilton Terrace, St John's Wood Road, Northwick Terrace, Aberdeen Place, Lyons Place, Orchardson Street, Penfold Street, Broadley Street, Broadley Terrace, Harewood Avenue, Enford Street, York Street, Seymour Place, Upper Montagu Street, Crawford Street, Wyndham Place, Montagu Place, and Bryanston Square. There is also a proposed connection to the Regent's Canal via Lilestone Street, Tresham Crescent, Swain Street and Casey Close. Changes are also proposed in the streets in the vicinity of Harewood Avenue to facilitate the Quietway route.
- 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 is proposed to continue north into the London Borough of Camden.

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 signalised junctions.

Changes to St John's Wood Road, Northwick Terrace and Hamilton Road are to be further developed by Transport for London, with agreement of The City Council, following a separate consultation conducted by TfL.

At the junction of Northwick Terrace, Aberdeen Place and Lyons Place, a raised table and a footway build-out are proposed, in order to reduce vehicles speeds and assist vulnerable users.

In Broadley Street, two-way cycling is proposed. At the junction of Broadley Street and Lisson Grove, it is proposed to introduce a traffic island and to extend the footway to assist vulnerable road users.

Along Harewood Avenue, approaching the junction with Marylebone Road, segregated cycle facilities are proposed to help protect cyclists from other vehicles. This scheme requires the banning of northbound general vehicle traffic between Marylebone Road and Harewood Row.

The Junction of Marylebone Road, Harewood Avenue and Enford Street is a design undertaken by Transport for London and was subject to a separate consultation. Proposals at this junction include the banning of the left turn from Marylebone Road into Harewood Avenue, a new pedestrian crossing to be placed over Harewood Avenue at its junction with Marylebone Road, Enford Street will change from enabling straight across access into Harewood Avenue to left and right turn only and an introduction of a contra flow south bound cycle lane.

At the north-west corner of Bryanston Square, a kerb build-out is proposed to assist pedestrians.

- 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 feasibility design is shown on drawings 70005471-Q16-C-01 through to C-08, included in Appendix B.

6. Programme

- 6.1 It is planned to complete the detailed design and implementation of the St John's Wood to Marylebone by the end of the financial year 2020/21. 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 – November 2015 to January 2016
- Detailed Design (including Traffic Order consultation) – March 2020 to June 2020
- Implementation – June 2020 to the end of the financial year 2020/21

- 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 TfL's proposals for changes to the junction of Marylebone Road / Harewood Avenue / Enford Street and the junction of St John's Wood Road / Northwick Terrace and the junction of St John's Wood Road / Hamilton Terrace, 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 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 Road layout changes in Harewood Road (between Marylebone Road and Harewood Row) to include loading facilities for the landmark hotel and a segregated cycle track for northbound cyclists only with southbound cyclists provided mandatory and advisory lanes. Alternative locations for relocated parking bays to be proposed through the Traffic Order Consultation.
- 7.4 Co-ordinate the Quietway St John's Wood to Marylebone proposals with the 'School Street' scheme in Enford Street.
- 7.5 TfL's proposed changes at the junction of St John's Wood Road / Northwick Terrace and the junction of St John's Wood Road / Hamilton Terrace are currently under discussion with Westminster City Council. The Council is seeking agreement on proposals, which will provide a consistent and coherent provision for cycling along the route of this proposed Quietway
- 7.6 Westminster City Council's aspirations for the proposed Church Street Green Spine Public Realm project intersect with this proposed Quietway. Westminster City Council will work with stakeholders to construct this proposed Quietway whilst co-ordinating future proposals for the Church Street Green Spine.
- 7.8 Further review of the Quietway St John's Wood to Marylebone 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.
- 7.9 Rebranding of the Quietway St John's Wood to Marylebone 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.

- 7.10 Further changes to the initial design to incorporate changes necessary to ensure the Quietway route complies with relevant cycle design standards for safe cycle routes. This includes, but not limited to, improvements to all junctions in Hamilton Terrace.

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 £3,719,697 inclusive of design fees, construction costs, client costs, and risk and contingency allowances. The City Council has previously received funding from TfL in the previous financial years. A further £3,402,074 is being funded by Transport for London in the 2020-21 financial year.
- 8.2 TfL has written to confirm that they will fully fund the implementation of this scheme.
- 8.3 The Quietway St John's Wood to Marylebone 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 10th 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 16th November 2015 and 8th January 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 Further consultations were held with key stakeholders to discuss the Quietway proposals in more detail on the 1st of January 2016 and the 4th of July 2016.
- 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, and 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-st-johns-wood-marylebone> Public exhibitions were held in The Landmark Hotel on Harewood Avenue on 5th December 2015 and in on the Church Street Library on 8th December 2015 and 16th December 2015.
- 10.5 Responses were encouraged through an online questionnaire. 93 respondents completed the questionnaire. Overall, the respondents expressed mixed views about the proposals. However, there tends to be support for the scheme. Along the length of the route, 49% of respondents state that they "strongly support" or "tend to support" the proposals and a further 6% stated that they "support some elements but not all". 30% of respondents state that they "tend to oppose" or "strongly oppose" the proposals. 10% of respondents stated that they "neither support nor oppose" the proposals and finally 5% stated that they "don't know".
- 10.6 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 St John's Wood to Marylebone Quietway being revised. These recommendations are included as part of the consultation report in Appendix C. Traffic Order consultation will be completed ahead of implementation.

10.7 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.

11.0 Equalities Implications

11.1 Under the Equalities Act 2010 the council has a "public sector equality duty". This means that in taking decisions and carrying out its functions it must have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the 2010 Act;

- to advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it; and to
- foster good relations between persons who share a relevant protected characteristic and those who do not share it.

11.2 The City Council is also required to have due regard to the need to take steps to take account of disabled persons' disabilities even where that involves more favourable treatment; to promote more positive attitudes toward disabled persons; and to encourage participation by disabled persons in public life. The 2010 Act states that "having due regard" to the need to promote equality of opportunity involves in particular having regard to:

- the need to remove or minimise disadvantages suffered by persons sharing a protected characteristic;
- take steps to meet the needs of persons sharing a protected characteristic that are connected with it;
- take steps to meet the needs of persons who share a protected characteristic that are different from those who do not; and
- encourage persons with a protected characteristic to participate in public life or any other activity in which participation by such persons is disproportionately low.

11.3 The courts have held that "due regard" in this context requires an analysis of the issue under consideration with the specific requirements set out above in mind. It does not require that considerations raised in the analysis should be decisive; it is for the decision-maker to decide what weight should be given to the equalities implications of the decision.

11.4 The equalities impacts of the proposed design and implementation of a proposed Quietway cycle route from St John's Wood to Marylebone have been considered and it is concluded that there are none.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Anthony Sabato on 07800719267 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>

Westminsters 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>

For completion by the **Cabinet Member for Environment and Highways**

Declaration of Interest

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

Signed: _____ Date: _____

NAME: **Councillor Andrew Smith**

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 St John’s Wood to Marylebone - Design and Implementation and reject any alternative options which are referred to but not recommended.

Signed

Cabinet Member for Environment and 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 70005471-Q16-C-01 to C-08

Appendix C: Consultation Report