



<b>Decision Maker:</b>	Deputy Leader and Cabinet Member for Built Environment  Cabinet Member For City Management, Transport and Environment
<b>Date:</b>	16 October 2013
<b>Classification:</b>	For General Release
<b>Title:</b>	Baker Street Two Way Feasibility Study
<b>Wards Affected:</b>	Marylebone High Street
<b>Key Decision:</b>	N/A
<b>Financial Summary:</b>	The estimated cost to undertake the Feasibility Study as outlined in this report is <b>£452,000</b> and will be jointly funded by Transport for London, The Baker Street Quarter BID and The Portman Estate
<b>Report of:</b>	Strategic Director, Built Environment and City Commissioner of Transportation

## 1. Executive Summary

- 1.1 This report seeks approval to undertake a feasibility study to develop proposals to improve the streetscape on Baker Street and Gloucester Place by removing the current one-way traffic gyratory, improving cycling provisions, repaving the carriageways and footways in Baker Street and rationalising the highway on Gloucester Place. The concept proposals include upgrading of highway materials, carriageway, footway, lighting and street furniture as well including way-finding, tree planting and improvement to pedestrian crossing facilities. The feasibility study would be undertaken by West One with support from SKM Colin Buchanan.
- 1.2 It also seeks approval for capital expenditure of £452,000 necessary to undertake surveys, traffic modelling and feasibility study.

## **2. Recommendations**

- 2.1 That approval be given in principle for pursuing the proposal to remove the present one-way gyratory system and for a feasibility study to be undertaken to cover the matters outlined in this report, which would include surveys and traffic modelling.
- 2.2 That approval be given for capital expenditure of £452,000 necessary to undertake feasibility design and traffic modelling.

## **3. Reasons for Decision**

- 3.1 The feasibility design and traffic modelling is required to establish the impact of proposed two-way working on the road network in the area.
- 3.2 The feasibility study is also essential in preparing for the Major Scheme Step 1 and Step 2 application to TfL in order to secure Major Projects funding for 2014/15 and 2015/16.

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

- 4.1 In May 2011, The Baker Street Quarter business improvement district (the BID), commissioned Gillespies and SKM Colin Buchanan (SKM CB) to undertake a high level urban, streetscape design and traffic management study appraising the viability and connectivity of Baker Street and Portman Square. Since this high level work was undertaken, concept proposals have been developed by SKM Colin Buchanan, which are summarised in their report, 'Baker Street Quarter - Traffic & Pedestrian Report'.
- 4.2 Baker Street Quarter BID and The Portman Estate have approached Westminster City Council to investigate the viability of converting Baker Street and Gloucester Place back into two-way operation. The funding committed for the development phase by them is as follows, some of which they have spent on undertaking the study mentioned above:
  - £165,000 Baker Street Quarter
  - £146,000 The Portman Estate

## **5. Scheme Description**

- 5.1 The City Council has recently been engaged in a number of high profile schemes to remove one-way systems, such as the highly successful Piccadilly Two Way, Piccadilly / Pall Mall St James's Street scheme and Tottenham Court Road, in favour of reinstating two-way traffic, with the aim of improving accessibility, combining bus services on single routes and generally eradicating the urban motorway feel of key corridors in central London. This will facilitate enhancements to the public realm and streetscape improvements and has the potential to revitalise the areas.

- 5.2 South of the A501 Marylebone Road, the A41 Baker Street / Orchard Street is a 0.9km long strategic road corridor within the City of Westminster. Baker Street runs north-south between Marylebone Road and Portman Square some 650m to the south. Orchard Street then extends south from Portman Square to Oxford Street. Baker Street / Orchard Street forms part of a large one-way system and carries traffic travelling southbound, with northbound traffic using Gloucester Place to the west. Whilst three traffic lanes are typically provided (widening to four lanes on Orchard Street) these are often reduced to two effective lanes when bus stops, loading and parking bays are occupied, and from Dorset Street south to Oxford Street a bus lane operates from Mondays to Sundays from 8am – 7pm.
- 5.3 The proposals for the Baker Street Scheme developed by SKM-CB are to implement a full two-way traffic system. This requires changes at the junctions of Marylebone Road and Oxford Street and it would require changes to the north of Marylebone Road such as Melcombe Street and Portman Street. Recent studies by SKM-CB have demonstrated that there are solutions to these issues and that the full two way operation is feasible. These have been reviewed with Westminster and TfL officers who concur that this is feasible and that the following benefits could accrue.

Summary of two-way operation benefits:

- The introduction of footway build outs and entry treatments
- Rationalisation of bus routes and stops and greater bus penetration
- Re-allocating road space and simplifying streetscapes
- Introduction of all-movement junctions throughout network, wherever feasible
- Improving road safety
- Improving vehicular accessibility and reducing journey distances
- Optimising carriageway space
- Potential to re-balance and change the character of the two streets
- Considerably enhance the public realm in Baker Street
- Rationalisation of street furniture and improvements to street lighting
- Improvements to servicing accessibility
- Provision of cycling Quietway parallel to the Baker Street/ Gloucester Place works in line with emerging proposals. In addition cycling facilities are also proposed in Gloucester Place.

A scheme site plan showing the extent of the study is attached in Appendix B.

## **6. Financial Implications**

- 6.1 The scheme will be jointly funded by Transport for London (including Local Implementation Plan funding), The Baker Street Quarter BID and The Portman Estate. The estimated cost for undertaking feasibility design and traffic modelling is £452,000. The breakdown of funding sources is as below:

The Portman Estate	£117,000
Baker Street Quarter BID	£ 45,000
TfL Major Schemes 2013/14	£190,000
LIP funding 2013/14	£100,000
<b>Total</b>	<b>£452,000</b>

## 7. Programme

- 7.1 It is proposed to complete feasibility design and traffic modelling by 31 March 2014 with an aim to getting approval from TfL Network Management Group (NMG) in February 2014.
- 7.2 Subject to obtaining various approvals (including Cabinet Member approval for the implementation of the proposals) following consultation, it is then proposed to undertake initial design and detailed design in 2014/15 and implementation in 2015/16 and 2016/17.

## 8. Legal Implications

- 8.1 It will be necessary to enter into legal agreement with The Baker Street Quarter BID and The Portman Estate to secure collaboration and financial contributions.

## 9. Consultation

- 9.1 Consultation requirements will be determined during the feasibility stage and will be set out in subsequent reports to Cabinet Members. Cabinet and Ward members' consultation will initially be undertaken by the Baker Street Quarter BID in coming months.

## 10. Conclusion

- 10.1 This scheme will help to improve the streetscape of Baker Street and Gloucester Place resulting in improvements of our assets with no impact on City Council budgets. The scheme will also encourage walking, cycling and investment in the local area.

**If you have any queries about this Report or wish to inspect any of the Background Papers please contact:**

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## **BACKGROUND PAPERS**

Baker Street Quarter – Traffic and Pedestrian Report by Gillespies and SKM Colin Buchanan dated January 2012

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

**Declaration of Interest**

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

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

NAME: **Councillor Robert Davis**

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 Baker Street Two Way Feasibility Study

and reject any alternative options which are referred to but not recommended.

Signed .....

Deputy Leader and Cabinet Member for Built Environment

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 Head of Legal and Democratic Services, Strategic Director Finance and Performance and, if there are resources implications, the Strategic Director of Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

For completion by the **Cabinet Member** for City Management, Transport and Environment

**Declaration of Interest**

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

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

NAME: **Councillor Ed Argar** \_\_\_\_\_

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 Baker Street Two Way Feasibility Study and reject any alternative options which are referred to but not recommended.

Signed .....

Cabinet Member for City Management, Transport and Environment

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.

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## Appendix A

### Other Implications

- 1. Resources Implications**  
There are no resource implications arising from this report.
- 2. Business Plan Implications**  
No implications.
- 3. Risk Management Implications**  
There are no risk management implications arising from this report.
- 4. Health and Wellbeing Impact Assessment including Health and Safety Implications**  
The proposals identified in this report are considered to have a positive impact on the health and wellbeing of the community.
- 5. Crime and Disorder Implications**  
The measures in this report are not expected to have any implications.
- 6. Impact on the Environment**  
No implications.
- 7. Equalities Implications**  
The scheme will not negatively impact those with mobility difficulties.
- 8. Staffing Implications**  
There are no staffing implications arising from this report.
- 9. Human Rights Implications**  
There are no matters arising under the Human Rights Act 1998.
- 10. Energy Measure Implications**  
No implications.
- 11. Communications Implications**  
No implications.

## **Appendix B**

Scheme Site Plan – VN50393-SK-001