‘You Said, We Did’ – Marylebone to West End Cycleway – Informal Public Consultation on Route Alignment

Executive Summary

- The Cycleway route via Manchester Square will be developed in detail for delivery, with a view to providing the highest possible level of safe and comfortable provision for walking, wheeling and cycling on this alignment.
- In addition, a further alignment, with New Cavendish Street as the preferred option, will be explored in further detail, subject to funding and discussions with TfL, to meet the significant demand for safe cycling routes in this part of the city.

Introduction

An east-west Cycleway across Marylebone and West End is under consideration by Westminster City Council (WCC) to provide a key walking, cycling and wheeling route across the borough and connect into the wider London cycling network. Cycleway 27 exists to the north of the area, but there is limited provision for people cycling to the south. The Council is seeking to identify an east-west cycle route alignment between Cycleway 27 to the north and Oxford Street to the south. A new Cycleway could connect sections of the existing cycle network to the east and west and provide a safe, attractive and convenient route through the area. Separately, the Council will be consulting on an east-west route to the south of Oxford Street, connecting Hyde Park through Mayfair to Soho.

The Council seeks to achieve the new Marylebone to West End Cycleway alongside the delivery of a range of wider benefits such as improved pedestrian facilities, more trees and other planting, and to find solutions to other local issues whilst managing impacts on other road users and residents.

Transport for London's (TfL) strategic cycling demand analysis indicates that more people would join existing people cycling if this route were to be delivered to a high standard. Connections to other north-south routes and onward routes at either end will also help with this growth. The Council aims to cater for that demand and enable people to make healthy and sustainable travel choices.

A public consultation was undertaken for 8 weeks from 5th August to 30th September 2024 by the Council. Five route alignments were identified and presented to the public. The consultation materials included a Commonplace website with maps, details of the route alignments and proposals, FAQs and a link to an online survey. The consultation was advertised within the local area using lamp column wraps and the Council’s social media channels to promote the scheme. The Council also promoted the consultation via its e-newsletters, including MyWestminster and Environment News, and notifications to subscribers to the Council’s Commonplace website. Physical copies of the materials and questionnaire were available upon request.

While this report identifies one preferred alignment to take forward for immediate development, the Council is committed to developing a network of high-quality east-west cycle routes in the West End over time, subject to funding and further feasibility assessment.

The route options proposal, as consulted on, can be found on the Council's Commonplace Website:

- https://marylebonewestend.commonplace.is/

Consultation Results

The consultation website contained a link to an online survey that sought people's views on the proposed route alignments, including a question whether they supported the Council's suggested preferred alignment via Manchester Square, with an option to provide a comment.

There were 363 partial or fully completed responses received via the online survey form, some of which included written responses to the questions, and some contained answers to the multiple-choice questionnaire.

Based on the questionnaire submissions, the following sections detail the feedback received to the consultation, and the Westminster City Council's responses to that feedback.

***Suggested Route Alignment* Question (Total 282 Respondents)**

Open text question: *"What are your thoughts on the Council's suggested alignment for the new Cycleway, based on the information provided? Please share any concerns, issues, or suggestions you may have."*

A total of 282 respondents submitted a written response when asked their thoughts on the Council's suggested routed alignment, via Manchester Square.

From the written responses received, sentiment analysis was undertaken to consider if the response indicated a support for the proposals to introduce cycle improvements in the area, and if the response indicated a support for the Council's preferred alignment. Where support was unclear or not possible to determine, the response was recorded as Unclear.

Cycle improvements in the area:

	No. of written Responses	**Positive Sentiment**		**Negative Sentiment**		**Unclear/Neutral Sentiment**	
		%	Number	%	Number	%	Number
All Responses (written)	282	70%	197	18%	50	12%	35

The results show that, overall, the majority of the respondents indicated a positive sentiment towards the proposals for a new cycle route in the area.

Of all the responses received, 81 [22%] did not include a written comment and are not included in the table above.

Suggested route alignment, via Manchester Square:

	No. of written Responses	Positive Sentiment		Positive Sentiment towards the scheme, but not towards the suggested alignment		Negative Sentiment		Unclear/Neutral Sentiment	
		%	Number	%	Number	%	Number	%	Number
All Responses (written)	282	32%	90	32%	89	18%	50	19%	53

Based on the written responses received, sentiment analysis showed that the majority of respondents replied positively to the scheme; however, the sentiment was split between the suggested Manchester Square route alignment and the alternative routes.

Of all the responses received, 81 [22%] did not include a written comment and are not included in the tables above.

Main Themes of Concerns Raised

1. **You Said (Total 85 [30%] Respondents):** General safety concerns raised for the need of continuous cycle lanes, segregated and protected from parking and traffic, and concerns for the level of cycling provision proposed and associated connectivity. Concerns were also raised by people driving regarding people cycling within carriageway and footway spaces.

   WCC Response: Any design proposals will take into account the design principles set out in DfT's LTN 1/20 and "Inclusive mobility" and TfL's "London Cycling Design Standards (LCDS)" to deliver infrastructure that accommodates projected pedestrian, cyclist and motor-vehicle volumes, provides appropriate segregation and minimises conflict points to ensure safe user movement.

2. **You Said (Total 48 [17%] Respondents):** No need for cycle lanes and/or anti-cycling and active travel sentiment.

   WCC Response: The Council proposes and develops new cycle route proposals based on a number of factors; this includes connections into existing and future cycle routes across London, but is also based on the annual London-wide analysis of current and future trips made by cycles (analysed by Transport for London), opportunity to unlock local journeys by cycling and other forms of active and sustainable travel, and opportunity to improve road safety and accessibility for everyone. Therefore, connectivity to other areas is a key consideration in the development of new routes. This route has been identified to connect existing cycle routes, key locations, and introduce a safe east-west cycle route through the centre of the borough. These proposals have been developed in line with national cycling infrastructure design guidance, which is also highlighted in the Council's Cycling Strategy. This scheme is part of the Council's greater active travel and carbon neutrality by 2040 goals. The Council, therefore, considers that proposals will be beneficial to multiple road user groups.

3. **You Said (Total 35 [12%] Respondents):** Cyclists' behavioural issues/complaints.

WCC Response: The Council agrees that a minority of cyclists do not follow the highway code, but this is not true for the majority. All road users are expected to take reasonable care when navigating the streets. While a cyclist could be charged with "wanton or furious" cycling, or careless or dangerous cycling, this would be a matter for the police. The Crime and Policing Bill: dangerous cycling offences factsheet, states that in 2023, pedestrian fatalities caused by cyclists were only 1% compared to the 99% caused by cars. Nonetheless, the Council works closely with local Police to tackle and improve poor road user behaviours. The Council also offers free city cycling courses to anyone who lives, works or studies in Westminster. Sessions are available for individuals or groups and are tailored to your riding experience and needs. The courses are run by Cycle Confident, with more information available here.

Footway cycling will be reduced by addressing the lack of proper cycling infrastructure and making it safer for people to cycle on the carriageway. Any further proposals will be developed in line with national cycling infrastructure design guidance, which is also highlighted in the Council's Cycling Strategy. Studies have shown that improved infrastructure for cycling encourages safer cycling, including that people cycling are more likely to follow the Highway Code, not cycle on footways and follow traffic signals.

Any future proposals will be subject to Road Safety Audits on the designs, where the safety issues of all road users will be considered and addressed.

4. **You Said (Total 22 [8%] Respondents):** Impact on traffic journey times.

WCC Response: At present, it is not intended that the movement of general traffic through the area will be impacted by the selected route alignment. Any changes to the movement of traffic, parking and loading facilities will be subject to further consultation and engagement.

Themes of Support and Suggestions

5. **You Said (Total 148 [52%] Respondents):** General support for proposals (No specific reason given).

WCC Response: Support is noted.

6. **You Said (Total 101 [36%] Respondents):** Supports the scheme but wants more ambition and segregation / Request for segregation and not signs/lines.

WCC Response: Support for the scheme is noted, as well as the request for further ambition and segregation for cyclists.

Designing high-quality roads requires that the scope and form of each proposal be driven by traffic patterns and local environmental conditions. The infrastructure proposed and the level of protection will be considered as part of the design process, and any proposals will be governed by the local and existing environment, including levels of traffic, to create a high-quality and suitable cycling route. The design proposals will be led by local and national design guidance.

7. **You Said (Total 82 [29%] Respondents):** Requests for cycle segregation.

<u>WCC Response:</u> Support and request for physical segregation is noted.

Presently, the details of each route alignment are still in development and will be progressed in line with national cycle infrastructure guidance when a preferred route alignment has been determined. The design proposals will be governed by the existing site conditions and constraints, including traffic volumes and road space, and in line with good design practices, to ensure a suitable scheme is developed for the preferred alignment.

8. **<u>You Said (Total 63 [22%] Respondents):</u>** Support for suggested route.

   <u>WCC Response:</u> Support is noted.

9. **<u>You Said (Total 47 [17%] Respondents):</u>** Alternative route to Manchester Square route preferred.

   <u>WCC Response:</u> Support for alternative routes is noted and is considered in the Preferred Route Alignment section of this report.

10. **<u>You Said (Total 36 [13%] Respondents):</u>** Request for a more direct route.

    <u>WCC Response:</u> The request for a more direct route is noted and is considered in the Preferred Route Alignment section of this report.

11. **<u>You Said (Total 26 [9%] Respondents):</u>** Reference to Wigmore Street route.

    <u>WCC Response:</u> Support for a route alignment on Wigmore Street is noted. Wigmore Street has been considered as a possible route alignment; however, the opportunity to provide a safe and compliant cycle route is limited in sections due to existing high traffic volumes on Wigmore Street, the existing carriageway and footway widths, which prevent segregated cycle tracks in sections and servicing requirements supporting local businesses. Further details are provided within the route alignment section below.

12. **<u>You Said (Total 22 [8%] Respondents):</u>** Request for more cycle lanes within WCC.

    <u>WCC Response:</u> The Council has an ambitious cycling programme that aligns with the Mayor's Transport Strategy to increase the share of trips made by walking and cycling while decreasing reliance on private motor vehicles; WCC's Fairer Westminster Strategy to create a city where it is easy to walk and cycle; and the Council's Cycling Strategy to raise participation in cycling.

    The Council proposes and develops new cycle route proposals based on a number of factors; an annual London-wide analysis of current and future trips made by cycles (analysed by Transport for London), opportunity to unlock local journeys by cycling and other forms of active and sustainable transport, connection into existing and future cycle routes across London, and opportunity to improve road safety and accessibility for everyone. As proposals for new routes are developed, engagement with the public will take place – initially on the route the Cycleway is proposed to take, then on proposals for the route itself.

Feedback indicates interest in multiple alignments beyond Manchester Square. Further routes through the area will remain under consideration for future delivery as part of a wider cycling and walking programme.

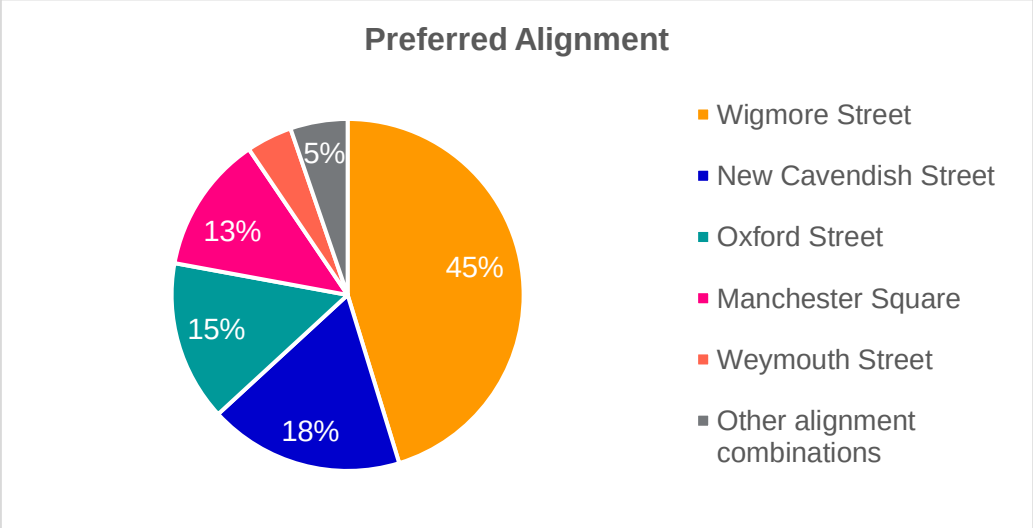
Consultation Results – Preferred Route Alignment

As part of the consultation, respondents were provided an option to draw their suggested route alignment on a map via the question: *"Please draw your suggested alignment on the map below within the highlighted area".*

115 people responded by drawing their preferred route alignment, 95 (83%) of which gave a response that was considered valid for the public engagement purposes. Responses were deemed invalid when the routes were drawn in a different area than the scheme's extents, were not following any route or streets, were illegible, or random lines were drawn instead of clear, coherent route suggestions.

Each drawn response was reviewed and assigned to one of the identified route options. The following table and chart summarise the responses.

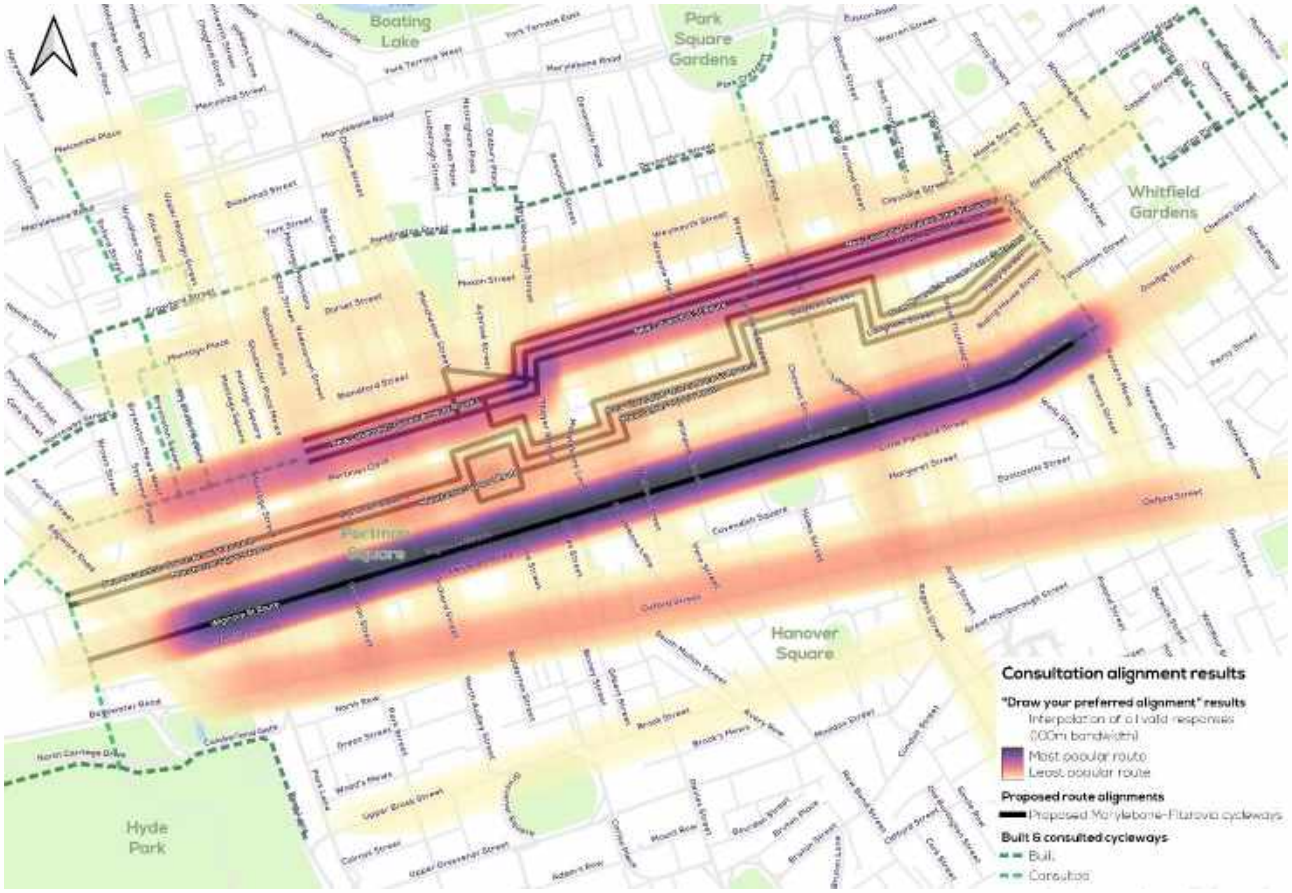
Alignment Option	Valid responses	Valid responses (%)
Wigmore Street	43	45%
New Cavendish Street	17	18%
Oxford Street	14	15%
Manchester Square	12	13%
Weymouth Street	4	4%
Other alignment combinations	5	5%
Total	**95**	**100%**



The map below overlays the routes drawn [95] within the responses. The intensity of the line indicates the frequency the route or street was drawn. Respondents were asked to provide text to explain why they had chosen this alignment. The key routes drawn and the text provided have been summarised below.

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City of Westminster



Main routes and why the specific route alignment was chosen/drawn

1. **You Said (Total 43 [45%] Respondents) – Wigmore Street:**



You Said – Summary of Responses: The reasons given by responders for drawing this route alignment are summarised as follows:

"Parallel to Oxford Street; straight alignment links West End transport hubs with Goodge Street and Camden's cycle network. The wide carriageway and minimal parking allow for a fully segregated cycleway without extra wayfinding. Where space is tight, converting sections to one-way traffic or adding filters addresses constraints. It would cut rat-running, serve both commuters and leisure cycling, and deliver a future-proof cycling corridor."

Keywords from Responses: Directness, close to Oxford Street, wide road, good for tourism, connected to the public transport network and areas of interest, straightforward, connects to high-quality cycle routes, traffic filtering, pleasant, practical, lower parking needs, safety, valuable investment, attractive, cycle segregation, logical.

WCC Response: There is strong support for Wigmore Street as an alignment, but delivering a high-quality route here presents significant challenges. These include high traffic volumes requiring full segregation for safety, narrow carriageway widths (with approximately 70% of the corridor less than 10m wide, insufficient for bidirectional tracks; 39% less than 9.5m for with-flow lanes; and 88% less than 12.5m for segregation plus loading), and significant kerbside loading activity because most properties lack rear access.

Additionally, short junction-to-junction links and frequent HGV turning movements further restrict opportunities for continuous segregation and proposed plans by TfL to divert buses from Oxford Street onto Wigmore Street as part of their Oxford Street pedestrianisation proposals would add additional kerbside conflicts and pressure on space.

To overcome these challenges and achieve quality required within local and national cycle infrastructure guidance, interventions such as converting sections to one-way traffic, introducing modal filters to reduce through traffic, reallocating kerbside space, and implementing timed loading windows or off-street loading solutions would be required. These measures would involve significant highway and operational traffic changes and coordination with TfL bus services.

Whilst not currently feasible due to other competing priorities, Wigmore Street remains strategically important and will continue to warrant future exploration as part of a long-term programme, particularly if opportunities arise to address these constraints.

2. **<u>You Said (Total 17 [18%] Respondents) – New Cavendish Street:</u>**



<u>You Said – Summary of Responses:</u> The reasons given by responders for drawing this route alignment are summarised as follows:
"This east–west cycleway seamlessly connects Cycleway 27 to Hyde Park's cycle network while serving several schools on the route. Its generous width—now taken up by parking bays—can be reallocated to two-way, kerb-segregated cycle tracks. A fully segregated or modal-filtered design, reinforced by traffic filters and cycle-first intersection priority, will boost active travel and rejuvenate Oxford Street's West End. Frequent north–south links ensure easy access to a wide range of local destinations."

Keywords from Responses: Spacious road, cycle segregation, connection to C27 and Hyde Park cycle route, active travel, directness, safety, close to schools, straightforward route.

WCC Response: There is strong support for New Cavendish Street as an alignment These include high vehicle flows requiring segregation for safety, constrained widths along key sections (such as Marylebone High Street at approximately 8.5m), and heavy kerbside servicing requirements for businesses. From west to east, considerations include:

- *George Street: Segregation would be possible through the removal of mostloading and parking.*
- *Marylebone High Street: Insufficient width for continuous segregation through a busy high street context, so quality criteria for safe cycling would need to met by cycles mixing with general traffic in a low motor traffic volume and speed environment*
- *New Cavendish Street west and east of Portland Place: Segregation is possible through the removal of kerbside activity from one or both sides of the street.*

To overcome these challenges and achieve compliance with local and national cycle infrastructure guidance, interventions such as off-peak timed loading on sections of the cycle track, modal filtering on adjacent streets, and removal or consolidation of kerbside parking/loading bays would be required. Hybrid designs combining segregation with traffic calming and reduction may also be considered. These measures would involve significant highway and operational traffic changes.

New Cavendish Street remains strategically important and in light of the demand for multiple east-west routes in this part of the city, the Council will develop this potential route alignment in parallel with the delivery of the preferred alignment from this consultation.

3. You Said (Total 14 [15%] Respondents) – Oxford Street:



You Said – Summary of Responses: The reasons given by responders for drawing this route alignment are summarised as follow:

"This alignment delivers the shortest, smoothest, and safest cycle link into the West End, with seamless access to shops and attractions. Banning private vehicles would transform it into a more pleasant and secure corridor, befitting its status as the flagship route thousands ride every day. Nearby parallel streets can accommodate cars, taxis, and buses, allowing Oxford Street to become a pedestrian-and-cycle only thoroughfare, with limited, part-time loading windows to support local businesses."

Keywords from Responses: direct access to shops and points of interest, safety, pedestrian and cycle only, connection with existing cycle lanes, cycle segregation, good surface for cycling, quiet route with bus/taxi only.

WCC Response: Proposals for the pedestrianisation of Oxford Street are currently being reviewed by the Council and the Mayor of London. It is a busy route with thousands of pedestrians and tourists every day, and currently a key bus corridor. Redirecting buses onto other streets to the north (Wigmore Street/New Cavendish Street) would need further study of bus movements and accessibility. Regarding cycling on Oxford Street, permitting cyclists to use Oxford Street at all times of the day would be challenging if the street is pedestrianised. The Oxford Street Transformation Consultation report noted that as part of the proposal for pedestrianisation, an assessment of the options available for cycling would be undertaken, drawing on best practice and relevant research from the UK and internationally and that they would consult on the details of cycling changes as part of a future consultation.

Therefore, due to the progression of the Oxford Street scheme, this route alignment is not considered viable for future cycling provision due to the Mayor's plans for pedestrianisation and prohibition of cycling along the corridor.

4. **<u>You Said (Total 12 [13%] Respondents) – Manchester Square alignments (Manchester Square suggested alignment and combinations of Manchester Square with New Cavendish Street or Wigmore Street)</u>**.



<u>In addition to the Council's suggested Manchester Square alignment, some respondents suggested variations to this by providing alternative nearby alignments via the drawing question. These are discussed below following feedback on the Councils 'suggested alignment'.</u>

A) <u>Manchester Square 'Suggested Alignment'</u>

<u>You Said – Summary of Responses:</u> The reasons given by responders for drawing this route alignment are summarised as follows:

"This alignment traverses quiet streets to provide a direct corridor. It is recommended that the northern side of Manchester Square be pedestrianised, the southern side reconfigured as a bidirectional carriageway for vehicles and cycle, and the southern end of Manchester Street and Spanish Place closed to motor traffic."

<u>Keywords from Responses:</u> Quiet roads, directness, pedestrian priority

<u>WCC Response:</u> Support for this route alignment noted. Pedestrian benefits will be considered in any proposals, including for Manchester Square so to ensure that cyclists and pedestrians can navigate a safe and attractive environment.

This route alignment, via Manchester Square, has been identified by the Council as the preferred route alignment due to the quiet nature of the streets and low traffic volumes, making it suitable for people cycling to safely use, in line with design guidelines. It is a largely direct route with minimal deviation or delay points, including major junctions to cross along the route, and is parallel to more heavily trafficked east-west routes, making it an attractive alignment for people who cycle with excellent connectivity to nearby existing and proposed cycle routes.

This alignment offers a direct, pleasant alignment that connects to wider cycle network. Conflict points are minimal compared to alternative options to enable safe journeys. With low traffic volumes and the ability to achieve compliance with design guidance with fewer trade-offs, the route provides a safe, attractive, and pleasant environment for cycling within the surrounding site constraints.

B) Manchester Square + New Cavendish Street

You Said – Summary of Sentiment: The reasons given by responders for drawing this route alignment are summarised as follows:

"This alignment provides a direct east–west corridor through Fitzrovia and Marylebone, offering safety and tranquillity. It integrates with the Hyde Park cycleways, facilitating onward travel to the west or south."

Keywords from Responses: Directness, safety, quiet roads

WCC Response: See WCC response to (2) New Cavendish Street.

C) Manchester Square + Wigmore Street

You Said – Summary of Responses: The reasons given by responders for drawing this route alignment are summarised as follows:

"The proposed alignment establishes a direct, low-disruption corridor between Marble Arch and Soho. It is recommended that certain streets be designated exclusively for motorised traffic, while others be reserved for pedestrian and cyclist use."

Keywords from Responses: Directness, quiet roads, proximity to Soho and Marble Arch

WCC Response: See WCC response to (1) Wigmore Street.

5. **You Said (Total 4 [4%] Respondents) – Weymouth Street:**



You Said – Summary of Responses: The reasons given by responders for drawing this route alignment are summarised as follows:

"The proposed alignment benefits from comparatively low traffic volumes and capitalises on the one-way, broad carriageway of Weymouth Street, offering a good route past the surrounding squares and embassy precincts. The dense residential fabric of Montagu and Bryanston Squares, together with a surplus of existing parking bays, indicates that reallocating on-street parking for dedicated cycle infrastructure would impose minimal inconvenience on residents."

Keywords from Responses: Safety, important east-west link, connection to Westminster and Camden cycle routes, lower traffic volumes, one-way and wide route, pleasant ride, low impact on parking

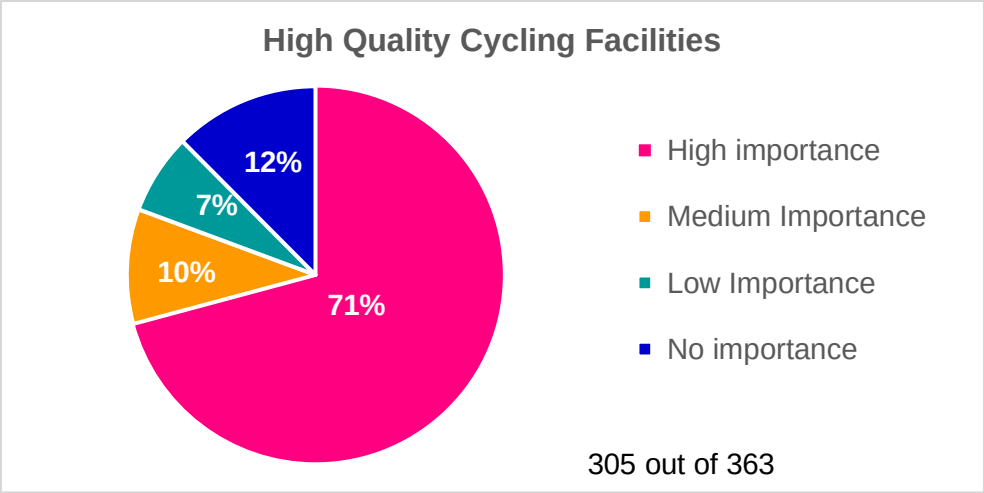
WCC Response: This study focuses on the Hyde Park-Marylebone-West End corridor, and Weymouth Street is considered too far north of the principal east-west desire lines and cycle demand analysis under review as part of this scheme. It does however provide a direct and easily accessible potential route through this part of the borough. The suggested route is noted by the Council as candidate for future cycle network expansion. Its suitability as an alternative cycle route warrants further investigation for a future route focused on the northern part of Marylebone.

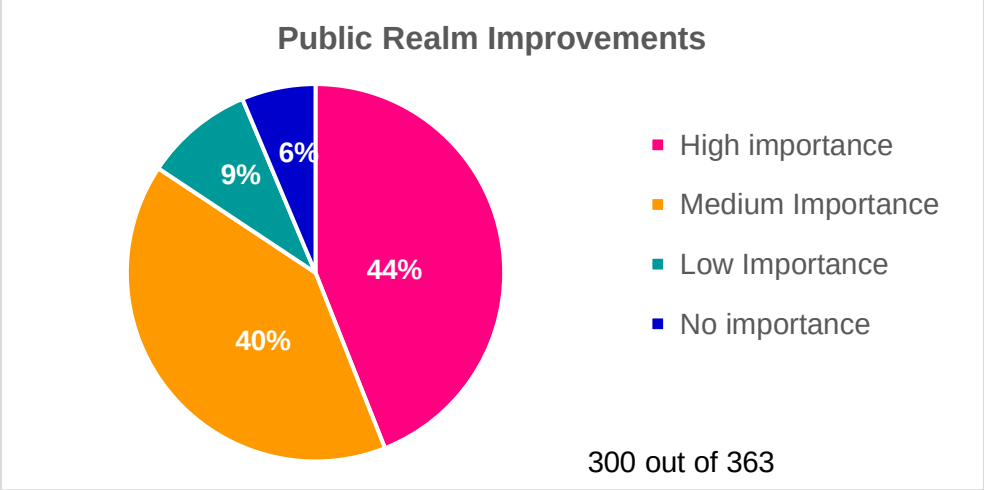
Overall, in addition to Manchester Square, the Council recognises the strategic importance of delivering on more than one of the corridors identified in this consultation. So, the Council will develop an additional east-west alignment with New Cavendish Street as the preferred option, in parallel with and addition to developing the Manchester Square alignment. Oxford Street, while highly requested, is excluded due to Mayoral plans for pedestrianisation.

Safer Cycling and Pedestrian Features

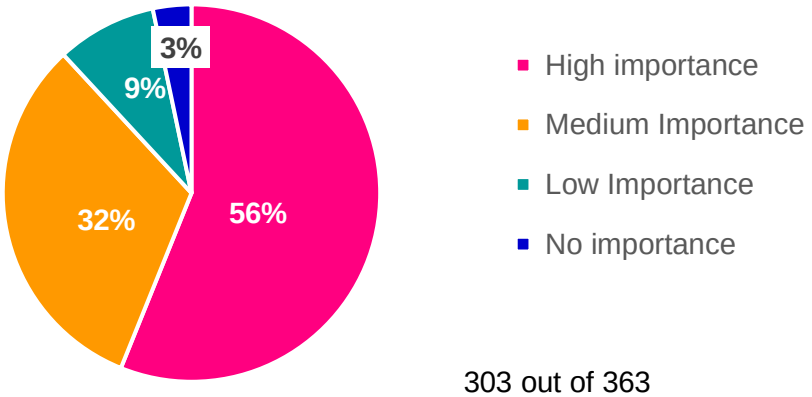
Within the survey, participants were given the opportunity to rate the importance of 14 cycling and pedestrian features using the options High, Medium, Low, or No importance.

Of the 363 respondents, an average of 297 answered this multiple-choice question. Not all respondents gave a ranking for all 14 features. A summary of their responses is provided below.



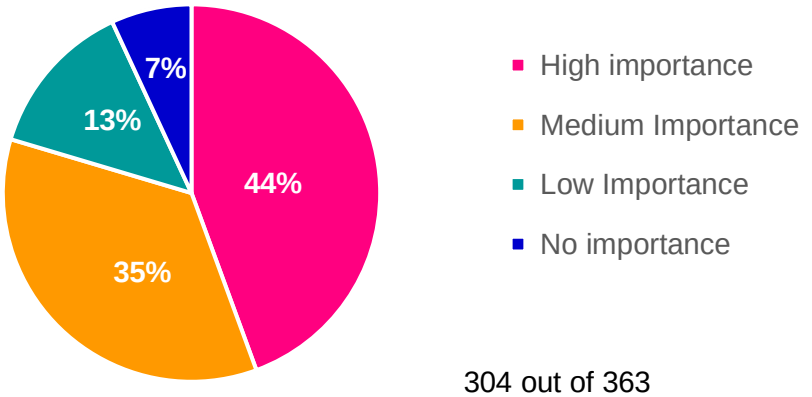


Pedestrian and Accessiblity Improvements



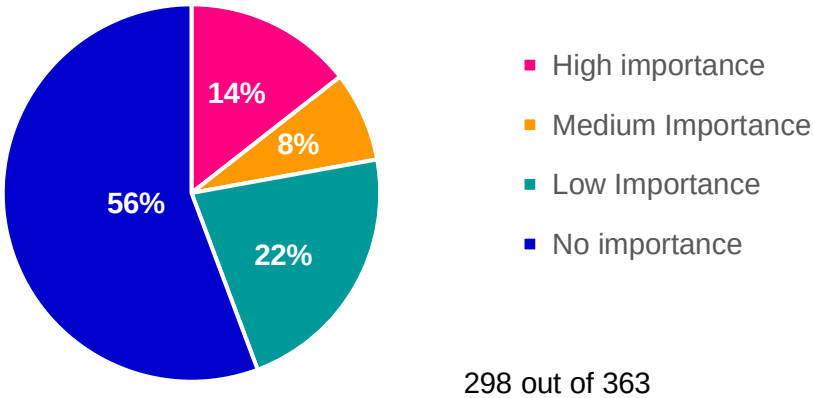
303 out of 363

Greening and Sustainable Drainage

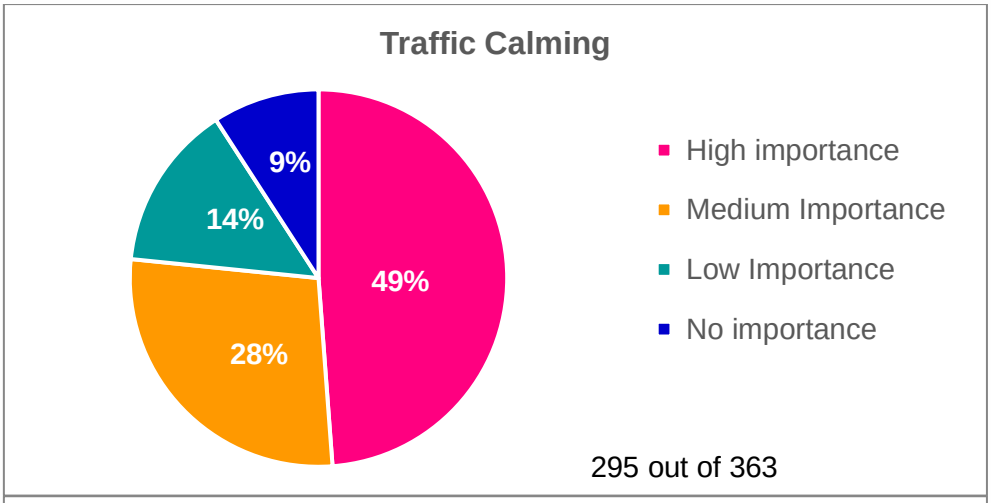


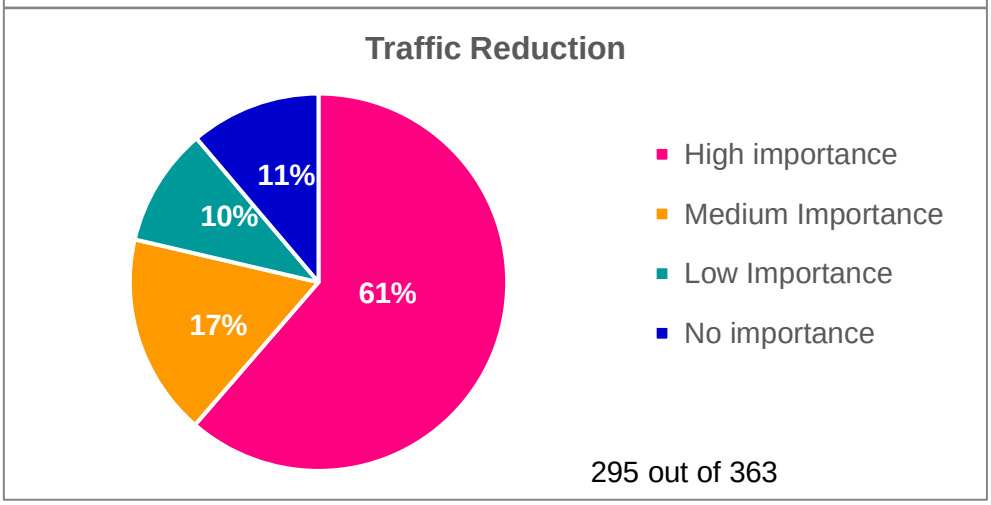
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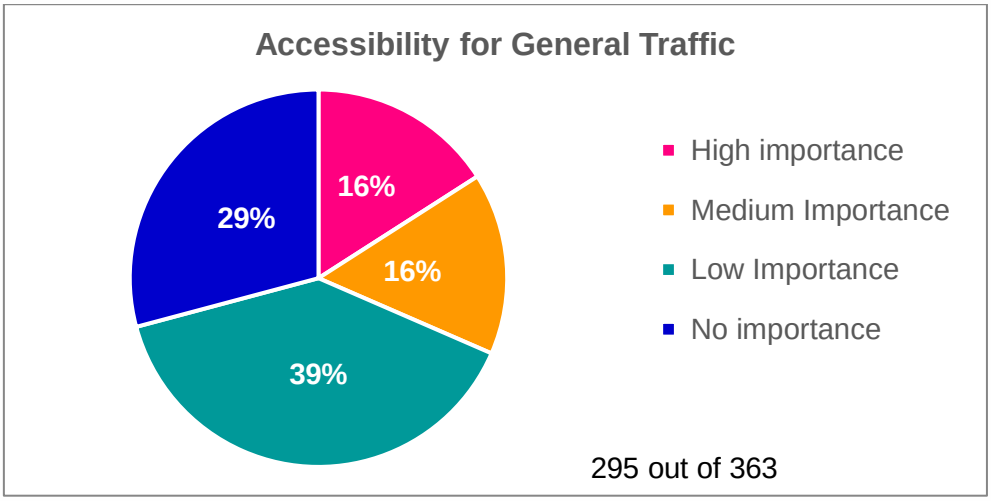
Car Parking Spaces

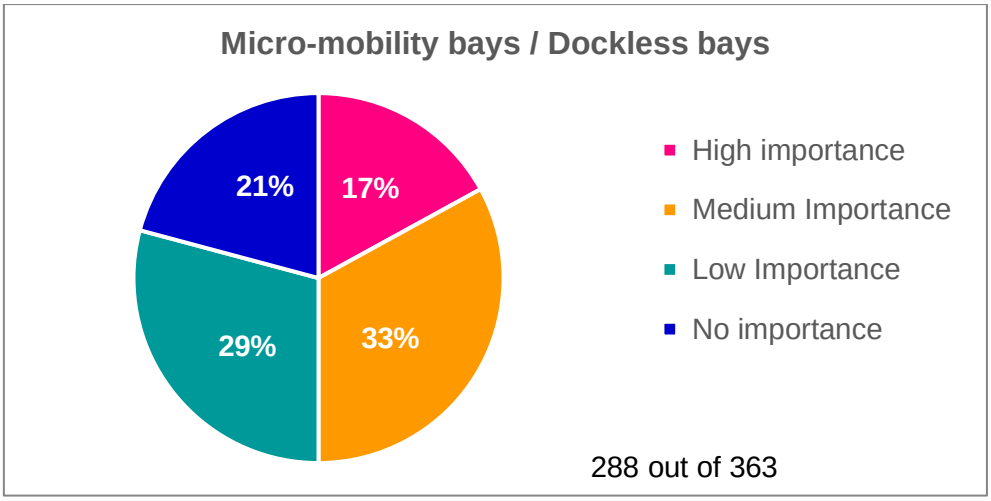


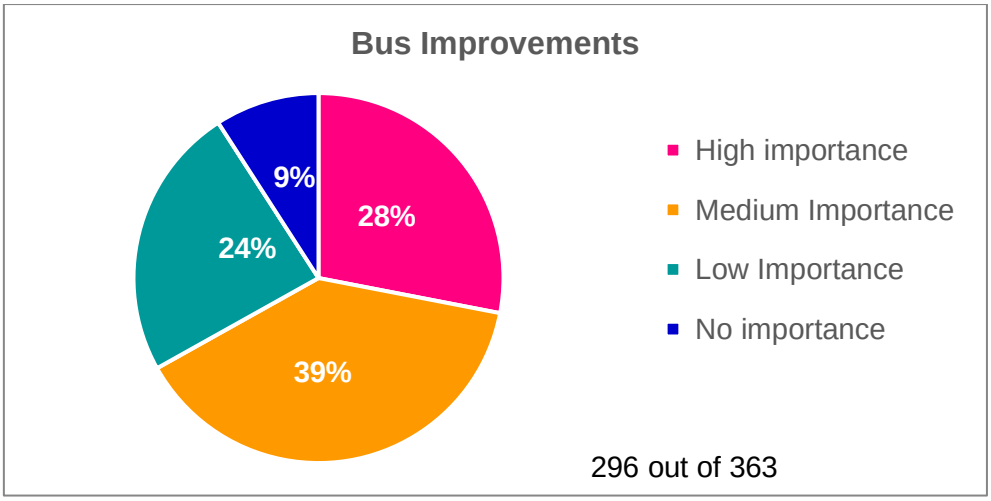
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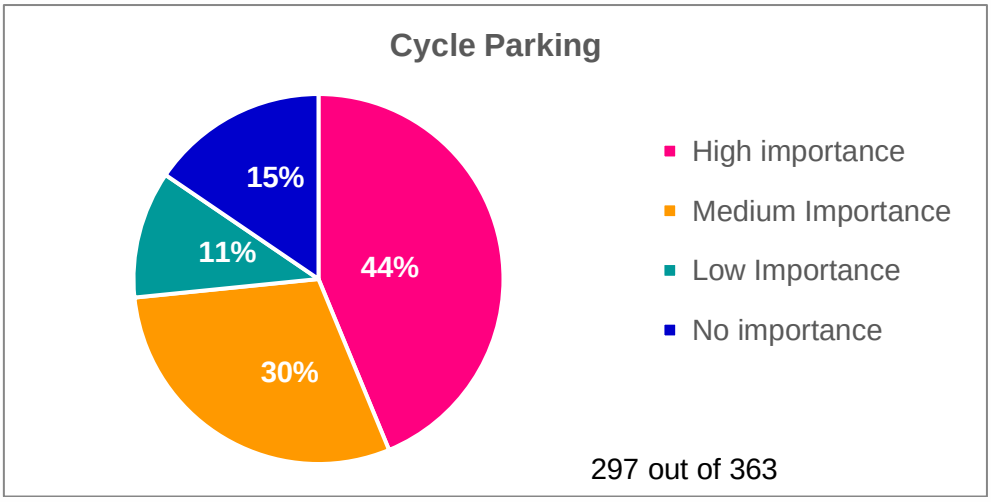

Traffic Calming
9%
14%
49%
28%
High importance
Medium Importance
Low Importance
No importance
295 out of 363


Traffic Reduction
11%
10%
61%
17%
High importance
Medium Importance
Low Importance
No importance
295 out of 363

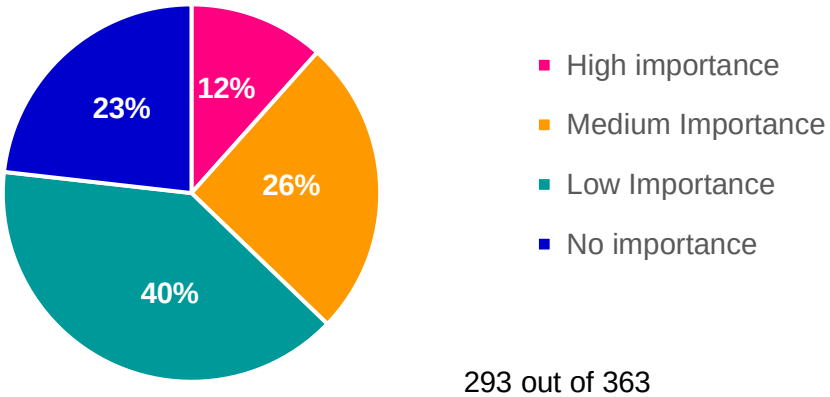

Accessibility for General Traffic
16%
29%
16%
39%
High importance
Medium Importance
Low Importance
No importance
295 out of 363


Micro-mobility bays / Dockless bays
21%
17%
29%
33%
High importance
Medium Importance
Low Importance
No importance
288 out of 363


Bus Improvements
9%
28%
24%
39%
High importance
Medium Importance
Low Importance
No importance
296 out of 363

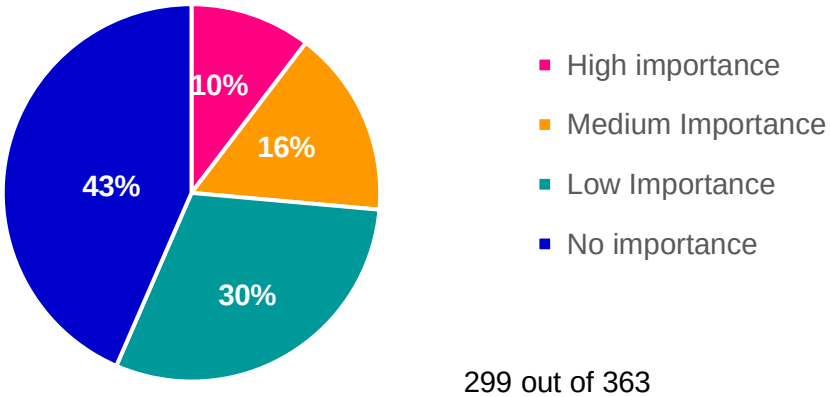

Cycle Parking
15%
44%
11%
30%
High importance
Medium Importance
Low Importance
No importance
297 out of 363

Servicing and Loading Facilities



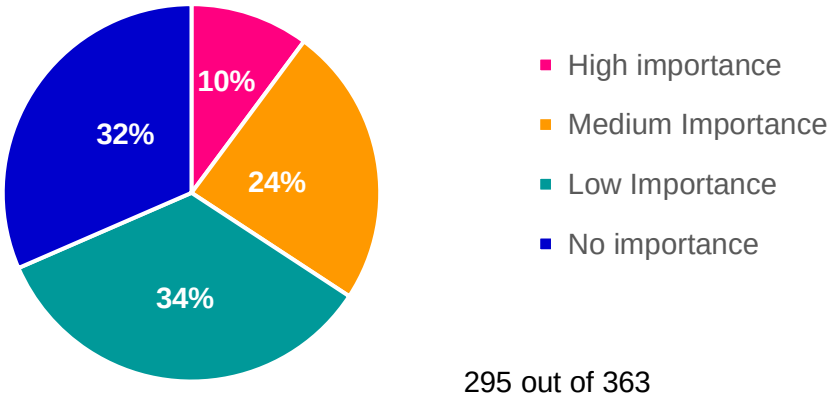
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Taxi Ranks



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Electric Vehicle Charge Points



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The feedback on the importance of the features noted will be considered as part of the next stage of the scheme and development of the cycle route. The high level of importance noted within the responses for high-quality cycling facilities, pedestrian and accessibility improvements, and traffic reduction (each above 50%), is noted and will inform the design development.

Conclusion & Next Steps

Following the public consultation, whilst responses represent a sample of views and should not be interpreted as comprehensive, from the responses there is there is strong support among participants for improved cycling infrastructure to provide safe cycle routes in this area of the borough, connecting other cycle routes and destinations, as 70% of responses indicated a positive sentiment toward cycle improvements for the area.

A total of 32% of responses to the consultation expressed positive sentiment towards the Manchester Square alignment when asked for their thoughts on the Council's suggested alignment. Another 32% expressed a positive sentiment towards the overall scheme.

The Council has considered the five alignment options presented and the consultation feedback, including alternative routes and possible alignments. The Council now intends to proceed to the next stage of scheme development, proposing a cycle route along the Manchester Square route alignment. This option has been selected due to the following reasons:

- The alignment connects to other cycle routes and the wider cycle network;
- While not the most direct route consulted on, it would present a simple arrangement that is easy to follow;
- There is low number of conflict points, such as junctions, when compared to the alternative routes considered;
- The opportunity to provide a route considered safe and attractive for cycling, in accordance with design guidelines, including LTN 1/20, and
- Low traffic volumes on the proposed route, creating a more pleasant environment for cycling.

Figure 1 shows the selected Manchester Square route alignment.



Figure 1 - Manchester Square Route Alignment

The Council will progress the Manchester Square alignment as the first step in delivering a high-quality east-west cycle route and will take opportunities in developing the detail of the scheme to provide the highest possible provision on this route. In parallel, we will continue to explore the feasibility of other alignments identified through consultation - such as New Cavendish Street - as part of a long-term programme to create multiple routes east-west routes across the West End as part of a phased programme, ensuring Westminster's cycling network meets future demand. This aligns with Transport for London's Strategic Cycling Analysis, indicating that there is demand for multiple east-west route through the central London area.

We will now incorporate feedback received into the proposals and develop specific interventions along the route itself. The detailed route proposals will then be publicly consulted on for further feedback and refinement.