Cleveland Street Cycleway Scheme Consultation Executive Summary

Introduction

Westminster City Council and Camden Council are working together to make a safer and more pleasant route to cycle and walk in (and between) both boroughs. A key part of this work is the proposal for a new high quality cycle route along Cleveland Street with additional improvements for pedestrians and cycles.

Between Maple Street and Mortimer Street, Cleveland Street is currently one-way northbound. The scheme proposes to make the street two way for cyclists and improve pedestrian safety via provision of the following:

- Creation of a segregated (where possible) contraflow cycle lane along Cleveland Street between Maple Street and Mortimer Street
- A new zebra crossing at Maple Street
- Segregated contraflow link to Cycleway 27 on Clipstone Street
- Extended advanced stop lines for cyclists at the junctions
- A widened zebra crossing with parallel crossing for cyclists at Riding House Street
- Changes to traffic signals to allow southbound cyclists to continue on Newman Street
- New continuous pavement across the junction with Tottenham Street
- "No loading" restriction along Cleveland Street to make cycling safer and more continuous.

A Stage 1 informal public consultation was undertaken for 6 weeks from 31st January to 3rd March 2023. The consultation activities and materials included a website with maps, annotated plans of proposals, FAQs and a link to an online survey, a letter drop to 690 addresses in the local area 50m either side of the route, emails to statutory consultees, lamp column wraps along the route, and use of social media to promote the scheme. The scheme website will be kept up to date as the project progresses.

Consultation Results

The consultation website contained a link to a survey that sought people's views on the proposals, including a question whether they strongly support, do not support, or not sure, with an option to comment. All responses required a post code to be entered.

There were 375 completed responses received via the online survey form, and 12 responses received via email or letter. Below is a summary of the responses via all channels, responses from within Westminster and Camden, and the responses from within the immediate vicinity which is the postcode areas that the proposed route passes through (including all addressed that received a consultation postcard).

Cleveland Street Cycleway Proposals:

	No. of Responses	Support		Do Not Support		Don't Know	
		%	Number	%	Number	%	Number
All Responses	375	87%	327	10%	38	3%	10
Westminster & Camden	130	80%	104	17%	22	3%	4
Immediate Vicinity	14	50%	7	29%	4	21%	3

The results show a majority support for the proposals overall, from within Westminster and Camden and in the immediate vicinity of the route.

The following organisations provided feedback on the proposals: Camden Cycling Campaign, Motorcycle action group, Buro Happold Engineers Ltd, 20's Plenty for Us, Imperial College Healthcare NHS Trust, Hackney Cycling Campaign, Fitzrovia Community Centre, All Souls Serve the City, Westminster Wheels, Westminster Cycling Campaign, Portland Village Association, W1W Tree Planting Initiative / Westminster Tree Trust, University College London Hospital NHS Trust, FitzWest Neighbourhood Forum, Glenn Howells Architects, Take-Two Interactive Software Ltd, London Living Streets, Footways.London.

Main support themes

- In favour of the proposals (generally) (102 comments)
- Support for cycle segregation (21 comments)
- Scheme will improve safety for cyclists (15 comments)

Main concern themes

- Concerns raised regarding junctions e.g *"the junction with Clipstone Street which seems overly complicated" and "Clipstone St/Maple St/Cleveland St junction looks a bit confusing and tricky to negotiate"* (30 comments)
- Comments unrelated to the proposal (14 comments)
- Concerns over the impact to existing access (car parks and emergency). E.g how will cars access car parking (12 comments)

Suggestions/comments on the permanent schemes

- Requests for more cycle lanes in the wider Westminster area (38 comments)
- Take into account connectivity to other areas and widen the cycle paths to accommodate larger bikes (18 comments)
- Other design suggestions (15 comments)
- Provide further segregation measures (14 comments)

Next Steps

Following the feedback from public consultation, the Council will continue to develop the permanent proposals for the Cleveland St Cycleway. The team will further review the feedback received and consider it in the upcoming design stage. Responses to the items raised in the consultation will be addressed in the Council's *'You Said, We Did'* response to consultation report. Following this. a statutory Traffic Management Order (TMO) consultation will be carried out at the end of the next design stage.