‘You Said, We Did’ – Cleveland Street Cycleway – Informal Public Consultation

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.

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 Proposal:

	No. of Responses	Support		Do Not Support		Don't Know	
		%	Number	%	Number	%	Number
All Responses	375	87%	327	10%	38	3%	10

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

Of all the responses received, 175 [47%] did not include a comment.

Main Themes of Concerns Raised

1. **You Said (Total 30 [8%] Respondents):** Concerns raised regarding complexity and legibility of junctions (e.g. "the junction with Clipstone Street seems overly complicated" and "Clipstone Street / Maple Street / Cleveland Street junction looks a bit confusing and tricky to negotiate").

   WCC Response: The current proposals for the junction at Clipstone Street and Maple Street are considered the simplest arrangement to safely permit all cycle movements at the junction, as it is a connection between the east and west cycle movements on Cycleway 27 and the new southern connection on Cleveland Street itself. Any simplification of the junction would result in at least one movement by cycle not being possible. However, the Council intends to review the operation of the junction to determine whether any further simplification is possible or if a movement can be removed without impacting cycle journeys through the area.

2. **You Said (Total 18 [5%] Respondents):** Take into account connectivity to other areas and widen the cycle paths to accommodate larger bikes.

   WCC Response: The Council proposes and develops new cycle route proposals based on a number of factors; this includes connection 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.

   Where possible, cycle lane widths are maximised to accommodate non-standard cycles and allow over taking in accordance with nation cycle infrastructure guidance from the Department for Transport, however this is not always possible due to required minimum general traffic lane widths and the need to ensure comfortable pedestrian space is provided on the footway.

3. **You Said (Total 15 [4%] Respondents):** Provide further segregated cycling measures.

   WCC Response: To ensure the proposals are proportionate and cost effective, the design of the route is in line with national cycle infrastructure guidance that recommends protected space for cycling on

20mph roads with greater than 4000 vehicles per day. For this reason, a kerb protected cycle lane has been proposed on Cleveland Street but is not required on Riding House Street (for example).

4. **You Said (Total 12 [3%] Respondents):** Concerns over the impact to existing access (car parks and emergency). E.g how will cars access car parking

   WCC Response: The movement of general traffic through the area will not be impacted by the proposals and there is no net loss of parking resulting from the proposed changes. All White and Blue Badge Holder bays will be relocated, and construction would not take place until these bays have been moved in liaison with the bay users. Kerbside loading on Cleveland Street itself is proposed to be restricted but this remains possible on adjacent sideroads and would be possible at an alternative location within 50m of the current one.

   The Council therefore proposes to retain the changes to loading restrictions to safely permit southbound cycling on this section of Cleveland Street.

Themes of Support and Suggestions

5. **You Said (Total 102 [27.2%] Respondents):** General support for proposals (No specific reason given).

   WCC Response: Support is noted.

6. **You Said (Total 38 [10.1%] Respondents):** Requests for more cycle lanes in the wider Westminster area.

   WCC Response: 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 travel, 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 on the route itself.

7. **You Said (Total 21 [5.6%] Respondents):** Support for cycle segregation.

   WCC Response: Support is noted.

8. **You Said (Total 15 [4.0%] Respondents):** Other design suggestions.

   WCC Response: Suggestions received will be considered on a case-by-case basis at the next stage of design by the design team where they are within the scope and budget of the scheme. Where proposals are considered feasible but not within the scope of the scheme, they will be passed to the respective team within the Council to be considered separately. Where suggestions require additional

consultation, they will be incorporated into the traffic management order consultation should the scheme progress.

9. **<u>You Said (Total 15 [4.0%] Respondents):</u>** Scheme will improve safety for cyclists.

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

<u>Next Steps</u>

Following the feedback from public consultation, the Council will continue to develop permanent proposals for the Cleveland Street Cycleway to address the concerns raised at consultation. The team will incorporate the feedback received, where applicable, into the updated proposals and they will be presented to the Cabinet Member for City Management & Air Quality for agreement to proceed to detailed design.

Subject to agreement with WCC Cabinet Member for City Management and Air Quality, statutory Traffic Management Order (TMO) consultation will be carried out at the end of the next design stage.