

Westminster City Council

Westminster City Hall
64 Victoria Street
London SW1E 6QP

020 7641 6000
westminster.gov.uk



City of Westminster

Baker Street Two Way

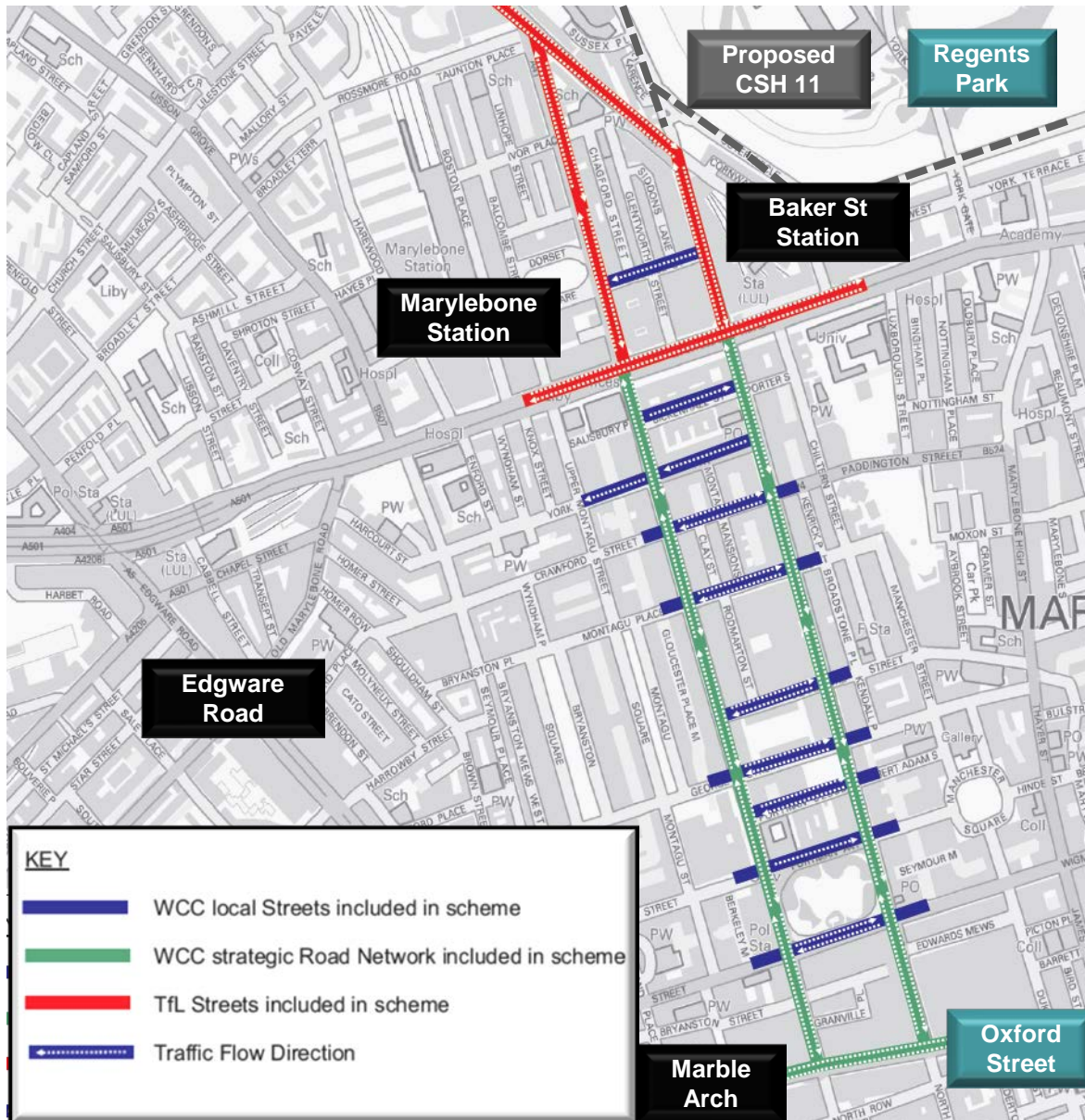


BAKER STREET
QUARTER



THE
PORTMAN
ESTATE

IDENTIFIED STUDY AREA

**Key scheme objectives:**

- Enhance the quality of the public realm;
- Enhance permeability and level of service for pedestrians;
- Provide a benefit to public transport accessibility;
- Improve conditions for cyclists;
- Ensure that the streets function for all users;
- Reduce journey times;
- Provide a safe environment;
- Maintain traffic network resilience;
- Avoid traffic reassignment.

SUMMARY OF SCHEME BENEFITS

Proposed Scheme Element	Location	Key performance criteria
Footway widening 1.2m-2.0m	East side of Baker Street between Marylebone Road and Fitzhardinge Street	Average footway increase of 1m along entire length of Baker Street
Footway de-cluttering	Throughout project area	Improvement in usable footway width (when combined with widening on east side)
Crossings widened from 2.4-3.2m range to 4.0-6.0m range	Throughout the study area	Reduced pedestrian congestion at crossing points
Introduction of pedestrian signal stages & countdown	All signal junctions on Baker Street and Gloucester Place	23 new controlled crossing movements
Straight-over crossings on Marylebone Road	Replaced staggered crossings at Baker Street, Gloucester Place	Improved pedestrian amenity and safety, reduced crossing time
Introduction of two-way traffic movement	Baker Street, Gloucester Place and Park Road south of Rossmore Road	Reduction in length of local vehicle trips
Introduction of central median at specific points	On Baker Street	Reduction in average maximum distance to crossing point

Other general improvements include lower vehicle speeds, reduced traffic dominance, improved cycling comfort levels, raised surface treatments, improved quality of materials, improved lighting and street furniture, improved cycle parking provision, design solutions at specific locations to address local requirements.

Feasibility modelling suggests the following:

The scheme should offer a generally capacity neutral solution with no requirement for reassignment of existing traffic demand away from the corridor

Capacity at bottlenecks is improved or maintained while excess capacity at non-bottleneck locations utilised for pedestrian and public realm improvement

Existing peak period congestion on Baker Street should be addressed by the scheme, providing significant journey time benefits for all modes

Neutral impact on Marylebone Road predicted*

Net improvement to peak hour bus journey times predicted, with improvements at existing pinch points (for example, Orchard Street). Detailed bus routes and bus stop arrangements are being developed with TfL Bus Planning team to ensure optimum performance.

Off-peak, the introduction of pedestrian stages will introduce some increased delay on Gloucester Place, but junctions will operate within capacity

* Development of design options and control strategy for Marylebone Road ongoing in cooperation with TfL TI and OD

- **Initial Design – ongoing**
- **Public Consultation and Engagement – May 2015 for 8 weeks**
- **Bus consultation – likely to be June 2015**
- **Detailed Design – December 2015 to March 2016**
- **Scheme implementation start date – April 2016**

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