

REPORT OUTLINING COMMENTS FROM LOCAL RESIDENT ASSOCIATIONS REGARDING THE QUIETWAY CIRLE LINE NORTH WEST, BAYSWATER TO EDGWARE ROAD

BACKGROUND

Westminster City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of the Central London Cycle Grid – a connected, safe network of cycle routes, comprising Quietways and Cycle Superhighways, taking cyclists across Central London.

Quietways are signed cycling routes, linking key destinations, which make use of backstreet roads, parks and towpaths, avoiding some of the busier, highly trafficked roads in the area. They are designed to help overcome some of the barriers to cycling for less confident cyclists and those who prefer a quieter journey.

The Bayswater tom Edgware Road Quietway is intended to connect to other routes proposed on the Central London Cycle Grid in the City of Westminster. This Quietway will intersect with the proposed East-West Cycle Superhighway at Westbourne Terrace and proposals are being coordinated. To the west, this Quietway will extend into the Royal Borough of Kensington and Chelsea (RBKC). To the east, this Quietway will connect to a complementary cycle route from Edgware Road to Fitzrovia.

Stakeholder consultation has been undertaken throughout the development of the feasibility design. This culminated in a formal public consultation undertaken between 18th December 2015 and 11th March 2016. Separate public consultation was undertaken on an additional cycle link along Hereford Road and Talbot Road between 16th February 2016 and 18th March 2016. Public consultation sought the views of residents, visitors, business owners and other interested groups to comment on the development and delivery of this Quietway route, as part of the Central London Cycle Grid.

Following on from the public consultation, several meetings with local resident groups and stakeholders took place to present amended proposals, which took on board their previous comments. The table below outlines comments, support and objections from these stakeholders following these meetings.

Appendix A Responses from Stakeholders


Appendix B HPEA (Hyde Park Estate Association) and HP&PNA (Hyde Park and Paddington Neighbourhood Association) letter

APPENDIX A – RESPONSES FROM STAKEHOLDERS

| NAME and ADDRESS | OBJECTIONS / COMMENTS / SUPPORT |
|---|--|
| <p>██████████ ██████████ SEBRA (South East Bayswater Residents' Association) ██</p> <p>Email dated 19th December 2016</p> | <p>1. SEBRA supports proposal on 'Healthy Street Quietways' and trust they will take on board ██████████ points on Sussex Gardens.</p> <p>Apart from obvious benefits to cyclists of 'Quietways' and the connection to 'Lancaster Gate Superhighway we believe schemes also brings added benefits to pedestrians and motorists at key locations.</p> <p>Much of work also enhances street scene as well as improving safety issues.</p> <p>In particular pedestrian access to northern side of WCC Sussex Gardens 'green oasis' at southern end of Sussex Gardens is long overdue as at present access is very dangerous as one as to 'run' across road when 'gap' in busy traffic flow and hence 'gardens' are underused,</p> <p>We also welcome resurfacing of carriageway along Sussex Gardens and improvement on side junctions.</p> <p>Improvements to route from Bayswater Road to Craven Road / Westbourne Terrace although relatively 'minor' do bring benefit to area e.g. at Porchester Gardens j/w Queensway.</p> <p>The proposed signalled pedestrian crossing in Bayswater Road at junction by Palace Court / Ossington Street (being undertaken by RBK&C as part of route) is much needed as at present very dangerous crossing point.</p> |
| <p>██████████ ██████████ PRACT (Paddington Residents Active Concern on Transport) ██</p> <p>Email dated 18th December 2016</p> | <p>2. Everybody welcomes the whole route from Bayswater Road to Edgware Road and the only controversial feature is the proposal - unlike elsewhere in the route - to create segregated lanes in Sussex Gardens.</p> <p>I was glad to have confirmation the a right turning pocket at the approach to Spring Street is feasible. We had asked you to consider this with the aim of avoiding abortive expenditure.</p> <p>The situation has evolved after approval of the Sellar application for the 'Cube', which requires a traffic study, including the impact on Praed Street, to be completed in the next three months, as part of negotiating the Section 106 agreements. Improving ambulance access to the hospital is an unresolved question.</p> <p>In a personal capacity, I have sent ██████████ (WCC) a 'think-piece' setting out various options if Praed Street were to become one-way eastbound from London Street onwards, which would improve conditions for ambulances,</p> |

| NAME and ADDRESS | OBJECTIONS / COMMENTS / SUPPORT |
|---|--|
| | <p>buses and pedestrians.</p> <p>Unfortunately re-routeing the buses and other westbound traffic by way of Spring Street would not be the only option. To avoid abortive expenditure, I suggest the following should be considered.</p> <p>The other options could include the following effects on Sussex Gardens and its junctions:</p> <ul style="list-style-type: none"> • reinstating provision for the previous 436 bus stand (already in your design) which could become the westbound bus stop for St. Mary's hospital. • Norfolk Place becomes two-way (very likely) and Spring Street also becomes two-way (possible) • A more complicated junction between Sussex Gardens / Sussex Place / London Street. On one option, three phase control of the traffic signals (plus pedestrian phase) might be needed instead of the present two phases. If this were to happen, coupled with segregated cycle lanes, would queue lengths in Sussex Gardens be acceptable? <p>I am fairly optimistic - but very much at first sight - that any option, if chosen, that would include a combination of some of these changes, would be compatible with segregation of the cycleway. However, it seems to me rather necessary to have a technical assessment that early implementation of the segregated cycleway would not close any of the options set out in the attached note.</p> |
| <p>[REDACTED]</p> <p>[REDACTED] HPEA (Hyde Park Estate Association) and HP&PNA (Hyde Park and Paddington Neighbourhood Association)</p> <p>[REDACTED]</p> <p>Letter dated 8th December</p> | <p>3. The Vital importance of improved cycling infrastructure</p> <p>Cycling and walking are increasingly necessary to support in our neighbourhood. As traffic congestion has seemingly increased, even with the initiatives of congestion charging pioneered by the Mayor, the stress and poorer air quality affecting the area is now really impinging on the health and well being of residents.</p> <p>The GLA/TfL plan for Paddington, with the excellent and innovative East West Cycling Superhighway is hugely appreciated and most welcome. We are looking forward to its completion. We were therefore equally pleased to see the further innovative concept of the 'Quiet Cycleway' being introduced as well in the area.</p> |

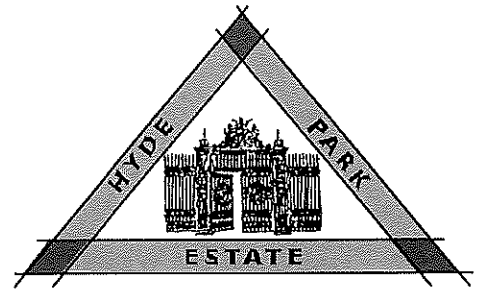
| NAME and ADDRESS | OBJECTIONS / COMMENTS / SUPPORT |
|------------------|--|
| 2016 | |
| | <p>A Great Welcome to the Quiet Cycleway in Paddington</p> <p>The Quiet Cycleway for Sussex Gardens is a most welcome initiative and a long overdue essential improvement to this overstressed transport infrastructure area. Sussex Gardens was always a busy road but, with the increasing pressure on the A&E services at St Mary's Hospital and huge number of buses serving Paddington Station, has become a nightmare of traffic congestion, road safety concerns, noise and pollution. The proposal for a Quiet Cycleway was a wonderful idea, and we thoroughly supported it after many public consultation meetings with our Members during the consultation period in 2015. People really want this scheme to succeed and to be implemented as soon as possible. We do not want to lose the opportunity to do something significant here, and to complement the other infrastructure improvements proposed in the area.</p> |
| | <p>The Urgency of Action needed</p> <p>Changes to the traffic flows around Paddington are inevitable following the decisions to implement Cross Rail – as well as the building of the Sellar 'Cube' (now with planning approval) and the additional volume anticipated with the Heathrow runway decision. This means that action needs to be taken now to provide the necessary support to local people who live here and provide the safe, clean and modern infrastructure needed. We would be very concerned indeed if this unique opportunity to improve Sussex Gardens was missed. It would not be acceptable.</p> |
| | <p>Representation to the [REDACTED]</p> <p>We understand that a decision to implement the Quiet Cycleway for Sussex Gardens could now be taken by the [REDACTED] and that the capital funding of the scheme has been approved by the GLA. Following the consultations by the Council and the GLA in 2015 we are troubled by why this decision has not been taken and why the proposed (then in 2015) timetable has slipped so much, especially as we have had no explanation for the delay.</p> <p>Could we now please have that assurance that the Quiet Cycleway for Sussex Gardens will be approved for implementation as soon as possible?</p> |
| [REDACTED] | <p>4. I am really keen, with my Paddington BID hat on, to see the Sussex Gardens one (Bayswater to Edgware Road) come about. The pedestrian and cycling benefits would be very much welcomed but I also think it would really help</p> |

| NAME and ADDRESS | OBJECTIONS / COMMENTS / SUPPORT |
|---|---|
| <p>Marble Arch Partnership Paddington BID</p>  <p>Email received on 9th December 2016</p> | <p>us manage back the anti-social behaviour and cut out some of the persistent vice problems suffered along that stretch and into the Hyde Park Estate.</p> |
| | <p>On the Marble Arch side, of course the above quiet way then potentially leads into the Edgware Road to Fitzrovia quiet way, which would have the additional fantastic outcome of new green man crossings and two new straight across crossings at this busiest section of Edgware Road in footfall terms. We have over 1,000 pedestrians an hour here. The school arrival times and peak morning see very busy crossings here, and the evening peak too. The cycle quiet way will really help in redefining Edgware Road as not just a safe place, but also a healthy place, a street on a more human scale.</p> |
| | |

APPENDIX B – LETTER FROM HPEA / HP&PNA

December 8 2016

Hyde Park Estate Association
Hyde Park and Paddington Neighbourhood
HYDE PARK ESTATE ASSOCIATION
Registered Charity 269305
Patron: The Lord Bishop of London



Representation to the [REDACTED]
[REDACTED] Westminster City Council

SUSSEX GARDENS QUIET CYCLEWAY
Support and strong campaign for early implementation

1. The Hyde Park Estate Association (HPEA) and Hyde Park and Paddington Neighbourhood Area (HP&PNA)

The HPEA has been the 'recognised' Amenity Society for the Hyde Park Estate, in Hyde Park Ward, for over 60 years. It is a very active association, now representing the views of residents and businesses from Praed Street in the North, to Bayswater Road in the South, and Lancaster Gate in the West to Edgware Road in the East.

In 2015 the Council also approved the establishment of the Hyde Park and Paddington Neighbourhood Area (HP&PNA), which combines the views of the HPEA with the businesses and landowners in the Paddington Business Improvement District and Paddington Basin.

We are, together, now seeking to give firm support to the action proposed by the City Council and the GLA/TfL to do something about the appalling traffic congestion and air pollution issues affecting the whole area.

2. The Vital importance of improved cycling infrastructure

Cycling and walking are increasingly necessary to support in our neighbourhood. As traffic congestion has seemingly increased, even with the initiatives of congestion charging pioneered by the Mayor, the stress and poorer air quality affecting the area is now really impinging on the health and well being of residents.

The GLA/TfL plan for Paddington, with the excellent and innovative East West Cycling Superhighway is hugely appreciated and most welcome. We are looking forward to its completion. We were therefore equally pleased to see the further innovative concept of the 'Quiet Cycleway' being introduced as well in the area.

3. A Great Welcome to the Quiet Cycleway in Paddington

The Quiet Cycleway for Sussex Gardens is a most welcome initiative and a long overdue essential improvement to this overstressed transport infrastructure area. Sussex Gardens was always a busy road but, with the increasing pressure on the A&E services at St Mary's Hospital and huge number of buses serving Paddington Station, has become a nightmare of traffic congestion, road safety concerns, noise and pollution. The proposal for a Quiet Cycleway was a wonderful idea, and we thoroughly supported it after many public consultation meetings with our Members during the consultation period in 2015. People really want this scheme to succeed and to be implemented as soon as possible. We do not want to lose the opportunity to do something significant here, and to complement the other infrastructure improvements proposed in the area.

4. The Urgency of Action needed

Changes to the traffic flows around Paddington are inevitable following the decisions to implement Cross Rail – as well as the building of the Sellar 'Cube' (now with planning approval) and the additional volume anticipated with the Heathrow runway decision. This means that action needs to be taken now to provide the necessary support to local people who live here and provide the safe, clean and modern infrastructure needed. We would be very concerned indeed if this unique opportunity to improve Sussex Gardens was missed. It would not be acceptable.

5. Representation to the Cabinet Member

We understand that a decision to implement the Quiet Cycleway for Sussex Gardens could now be taken by the [REDACTED] and that the capital funding of the scheme has been approved by the GLA. Following the consultations by the Council and the GLA in 2015 we are troubled by why this decision has not been taken and why the proposed (then in 2015) timetable has slipped so much, especially as we have had no explanation for the delay.

Could we now please have that assurance that the Quiet Cycleway for Sussex Gardens will be approved for implementation as soon as possible?

[REDACTED]
HPEA