

## **Appendix 2: Draft response from the City Council on TfL's proposals for CS3 Phase 2**

**Have your say on the new East-West Cycle Superhighway from Paddington to Wood Lane - overall proposals**

- 1. Do you support our overall proposals for the East-West Cycle Superhighway from Paddington to Wood Lane?**

**(Required)**

**Yes**

**Partially**

**Not sure**

**No opinion**

**No**

- 2. Do you have any comments about our overall proposals for the East-West Cycle Superhighway from Paddington to Wood Lane?**

**Comments:**

"The City Council supports the Mayor of London's Vision for Cycling in London, which was published by the Greater London Authority in March 2013 and has been working closely with TfL to resolve technical concerns for Phase 1. A similar approach now needs to be adopted for Phase 2.

The City Council welcomed TfL's involvement of the City Council at Member level and officer level, local residents: Paddington Residents' Active Concern on Transport (PRACT); South East Bayswater Residents' Association (SEBRA); and Hyde Park Estate Association (HPEA) and businesses including Lancaster London Hotel and the local stables during the development of the Phase 1 proposals around Lancaster Gate and the southern end of Westbourne Terrace.

The City Council also welcomed the similar approach adopted during the development of the Phase 2 proposals in the City of Westminster between the junction of Craven Road with Westbourne Terrace and the A40 Westway. This process has resulted in proposals, which have responded to the comments made about maintaining two way working across Westbourne Bridge and altering the junction of Gloucester Place with Bishop's Bridge Road to allow right turns at that junction to mitigate the impact of the proposed banned right turn from the eastern arm into the northern arm of the junction of Bishop's Bridge Road and Westbourne Terrace.

It is unfortunate that the traffic modelling undertaken by TfL on Phase 2 has not been shared with local residents and businesses in the same meaningful way. For example, it is not clear from the limited information provided to the public and stakeholders being consulted on the traffic modelling undertaken by TfL to quantify the traffic impacts associated with the proposals and how TfL intends managing the traffic passing through the area. There are few traffic signals on the A40 radial route. This makes it difficult for TfL to

control traffic allowed into the local area through its Active Traffic Management (ATM). Consequently, traffic is likely to queue from the proposed traffic signal controlled junction of Orsett Terrace with Westbourne Bridge and Westbourne Terrace onto the A40 Westway. It will also affect the modified traffic signal controlled junction of Bishop's Bridge Road with Westbourne Terrace. It is not clear how much traffic will be able to get through these junctions given the impact of both the Phase 1 proposals further south and the Phase 2 proposals.

The Phase 2 proposals cannot therefore be supported at this stage because of the unknown scope and extent of their likely traffic impact. The City Council therefore objects to the proposals being implemented on behalf of its residents and businesses who have requested detailed information on the traffic modelling work undertaken on several occasions. It has been noted that there is likely to be significant traffic queuing on the eastbound carriageway of the A40 Westway unless the traffic diverts to other less suitable traffic routes.

The City Council is concerned that the traffic islands used to form the segregated cycle tracks are adequately signed with illuminated passive style traffic signs (that give way on impact) of suitable size so that the leading edges of the traffic islands can easily be seen by all road users and particularly powered two wheeler riders in severe conditions such as heavy rain and in certain lighting conditions. This follows from a tragic fatal road traffic collision in Northumberland Avenue when a powered two wheeler rider was killed when there was no traffic sign on the leading edge of one traffic island and the traffic sign installed by TfL and maintained by the City Council on the opposite end of the traffic island was not of a passive design. This concern has yet to be resolved in the detailed design of part of Phase 1 of the East West Cycle Superhighway (now being called CS3)."

### **Section 1 - Have your say on proposals for Westbourne Terrace**

#### **3. Do you support our proposals for Westbourne Terrace?**

Yes

Partially

Not sure

No opinion

**No**

#### **4. Do you have any comments about our proposals for Westbourne Terrace?**

##### **Comments about Westbourne Terrace:**

"The scheme put forward for Westbourne Terrace reduces Westbourne Terrace to a single general traffic lane in each direction, which is likely to cause some traffic disruption if vehicles break down or stop to allow passengers to board or alight, which is still allowed when "At Any Time" waiting and loading restrictions are in force. That design will also make street cleansing and refuse collection more difficult despite the private service roads. There are 16 vehicle entrance and exit points between the private service roads and Westbourne Terrace, south of Bishop's Bridge Road. Drivers leaving and entering Westbourne Terrace

may find it difficult to see cyclists in the proposed cycle tracks and cycle lanes and the layout may result in additional interaction. Some way needs to be found to encourage cyclists to slow down, possibly with a sinusoidal road hump within the cycle track just prior to any entrance and exit points to the private service to help highlight those potential conflict points. The segregated cycle facilities will reassure cyclists, but there will be a need to put illuminated traffic signs on the leading ends of them to warn all road users of the potential hazards as mentioned in response to Question 2. This will reduce the width of the cycle tracks at the pinch points created to allow traffic signs of adequate size and clearance to be installed and so consideration should be given to replacing the cycle tracks with mandatory cycle lanes if the pinch point reduces the cycle track from 2 metres wide to less than 1.5 metres.

Consideration should be given to the provision of a yellow box at the junction between Westbourne Terrace and Cleveland Terrace, particularly to prevent blockages from northbound and the increase flow of westbound vehicles resulting from the proposed banned right turn from the eastern arm into the northern arm of the junction of Bishop's Bridge Road with Westbourne Terrace and allowing the right turn from the eastern arm into the northern arm of the junction of Bishop's Bridge Road with Gloucester Terrace.

The improved pedestrian crossing facilities at the junction of Cleveland Terrace are welcomed as long as the traffic impact is found to be acceptable, given the timetable for Crossrail scheme at Paddington and associated changes to bus routes and services.

The concerns expressed by PRACT and SEBRA at joint meetings with TfL and the City Council might affect the timing of implementation of some of the proposals in Westbourne Terrace if the traffic impacts are too great prior to completion of Crossrail. "

## **Section 2 - Have your say on proposals for the Bishop's Bridge Road – Orsett Terrace junction**

### **5. Do you support our proposals for the Bishop's Bridge Road – Orsett Terrace junction?**

**Yes**

**Partially**

**Not sure**

**No opinion**

**No**

### **6. Do you have any comments about our proposals for the Bishop's Bridge Road - Orsett Terrace junction?**

#### **Comments about Bishop's Bridge Road - Orsett Terrace junction:**

" Westminster City Council has been noted that there is likely to be significant traffic queuing on the eastbound carriageway of the A40 Westway unless the traffic diverts to other less suitable traffic routes as mentioned in response to Question 2. Further

traffic modelling work is necessary to demonstrate the traffic impact of the current proposals.

The City Council welcomes TfL's proposals to retain two way working across Westbourne Bridge and retaining the right turn from Westbourne Bridge into Orsett Terrace. "

### **Section 3 - Have your say on proposals for the Bishop's Bridge Road - Gloucester Terrace junction**

#### **7. Do you support our proposals the Bishop's Bridge Road - Gloucester Terrace junction?**

Yes

**Partially**

Not sure

No opinion

No

#### **8. Do you have any comments about our proposals for the Bishop's Bridge Road - Gloucester Terrace junction?**

Comments about Bishop's Bridge Road - Gloucester Terrace junction:

"The proposals that TfL has put forward reflect discussion with the City Council at Member level and officer level, local residents (PRACT, SEBRA and Hyde Park Residents' Association) and businesses during the development of the Phase 2 proposals. They are sensible if TfL can resolve the concerns about severe traffic disruption on the A40 Westway."

### **Section 4 - Have your say on proposals for Westbourne Bridge to Harrow Road slip**

#### **9. Do you support our proposals for Westbourne Bridge to Harrow Road slip?**

Yes

**Partially**

Not sure

No opinion

No

#### **10. Do you have any comments about our proposals for Westbourne Bridge to Harrow Road slip?**

Comments about Westbourne Bridge to Harrow Road slip:

"Westminster City Council has been noted that there is likely to be significant traffic queuing on the eastbound carriageway of the A40 Westway unless the traffic diverts to other less suitable traffic routes as mentioned in response to Question 2. Further traffic modelling work is necessary to demonstrate the traffic impact of the current proposals

The City Council supports the improved facilities for cyclists at the junction of Harrow Road with Westbourne Bridge and the connection that it creates between the Quietway Cycle Routes north of Harrow Road and CS3. These changes will also improve the route taken by emergency services.”

### **Section 5 - Have your say on proposals for Harrow Road slip to Westway**

#### **11. Do you support our proposals for Harrow Road slip to Westway?**

Yes

Partially

Not sure

No opinion

**No**

#### **12. Do you have any comments about our proposals for Harrow Road slip to Westway?**

##### **Comments about Harrow Road slip to Westway**

“ Westminster City Council has been noted that there is likely to be significant traffic queuing on the eastbound carriageway of the A40 Westway unless the traffic diverts to other less suitable traffic routes as mentioned in response to Question 2. Further traffic modelling work is necessary to demonstrate the traffic impact of the current proposals before the City Council can support the proposal. If traffic regularly queues, then it might affect road safety and air quality and adversely affect cyclists and others living, working or visiting near the proposed cycle track. It is noted that TfL is investigating an additional screen to protect cyclists from vehicle spray and cross winds, which would raise the height of the barrier to 1.8 metres and it might help if this was designed as an acoustic barrier to help those living, working or visiting in properties north of the A40 Westway.”

### **Section 6 - Have your say on our proposals for the Westway (Harrow Road slip to West Cross Roundabout)**

#### **13. Do you support our proposals for the Westway (Harrow Road slip to West Cross Roundabout)?**

Yes

Partially

Not sure

**No opinion**

No

#### **14. Do you have any comments about our proposals for the Westway (Harrow Road slip to West Cross Roundabout)?**

##### **Comments about Westway (Harrow Road slip to West Cross Roundabout)**

“No comments other than to mention concerns about eastbound traffic is being controlled on the A40 Westway and the possible diversion of vehicles onto local roads.”

**Section 7 - Have your say on our proposals for West Cross Roundabout to Wood Lane slip**

**15. Do you support our proposals for West Cross Roundabout to Wood Lane slip?**

Yes

Partially

Not sure

**No opinion**

No

**16. Do you have any comments about our proposals for West Cross Roundabout to Wood Lane slip?**

**Comments about West Cross Roundabout to Wood Lane slip:**

"No comments"

**Section 8 - Have your say on our proposals for Wood Lane junction**

**17. Do you support our proposals for Wood Lane junction?**

Yes

Partially

Not sure

**No opinion**

No

**18. Do you have any comments about our proposals for Wood Lane junction?**

**Comments:**

"No comments"

**About you**

**Privacy notice:**

**Transport for London (TfL) will use the information you supply in response to this consultation only for the purpose of assessing opinions for this consultation. Responses may be made publicly available, but personal details will be kept confidential. You do not have to provide any personal information, but this information will help TfL to understand the range of responses, and to contact you about this consultation. For example, responses may be analysed by postcode areas to identify local issues.**

Please note: Cookies are essential for this survey (for more information on cookies, please click on the following link:

[https://consultations.tfl.gov.uk/cookie\\_policy](https://consultations.tfl.gov.uk/cookie_policy))

**19. What is your name?**

“Councillor Heather Acton, Cabinet Member for Sustainability and Parking, Westminster City Council”

**20. What is your email address?**

This is optional, but if you enter your email address then you will be able to return to edit your consultation at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

We will also email you when the results of the consultation are published.

**Email**

“hacton@westminster.gov.uk”

**21. Please provide us with your postcode?**

You do not have to provide your postcode, but it is useful for analysis purposes. All personal details will be kept confidential.

**Postcode**

“SW1E 6QP”

**22. Are you (please tick all boxes that apply):**

Local resident

Business Owner

Employed locally

Visitor to the area

Commuter to the area

Not local but interested in the scheme

**Other (Please specify)**

**Other**

“Response on behalf of Westminster City Council”

**23. If responding on behalf of an organisation, business or campaign group, please provide us with the name:**

Please note: If you are responding on behalf of an organisation it should be in an official capacity.

**Organisation**

“Westminster City Council”

24. What types of transport do you normally use locally (please tick all boxes that apply)?

Private car

taxi

van

lorry

bus

coach

motorcycle

bicycle

walk

tube

train

other (please specify)

Other

25. On average, how often do you cycle?

Most days

about once a week

about 1 - 3 times a month

less often

never

26. If you do cycle, is it for (please tick all boxes that apply)

leisure

training

work

commuting

other (please specify)

Other

27. How did you hear about this consultation?

Leaflet from a TfL representative

Letter

Email

Public Exhibition

Facebook

Twitter

Read about it in the press

Other (please specify below)

Other

"I have worked with TfL during development of the proposals with other Members, officers and local residents and businesses."



**28. Please tell us what you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)**

**Comments**

“TfL’s engagement during formulation of the proposals was good, but little information has been shared on the traffic impacts evaluated through TfL’s transport modelling. It is really important that TfL reviews its current approach to sharing transport modelling information and that those being consulted are advised on the transport modelling assumptions and proposed changes to traffic flows.”