



# City of Westminster Cycle Superhighway 11 – Key Stakeholders The Danubius Hotel, Regent’s Park

Attended by:

- [Redacted], Ward Member Regent’s Park (RR)
- [Redacted], Ward Member Abbey Road (PF)
- [Redacted], Ward Member Abbey Road (LH)
- [Redacted], Cycling Champion (BC)
- [Redacted], City Transport Advisor, City of Westminster (ML)
- [Redacted], Project and Programme Manager, City of Westminster (JR)
- [Redacted], Project Support Officer, City of Westminster (AS)
- [Redacted], Senior Sponsor, TfL (KB)
- [Redacted], Portfolio Sponsor, TfL (LG)
- [Redacted], Network Performance, TfL (AU)
- [Redacted], Service Development Manager, FM Conway (AK)
- [Redacted], Chairman, St. John’s Wood Society (DS)
- [Redacted], St. John’s Wood Society (CB)
- [Redacted], St. John’s Wood Society (JV)
- [Redacted], Chairman, Marylebone Association (MB)
- [Redacted], Marylebone Association (PN)
- [Redacted], Treasurer, St. John’s Wood Society (RL)
- [Redacted], Chairman, Kent Terrace, Regent’s Park residents (IW)
- [Redacted], Regent’s Park Cyclists (JMK)
- [Redacted], Regents Park Cyclist (CD)
- [Redacted], Friends of Royal Parks & Primrose Hill (CM)
- [Redacted], Stop CS11 (DH)
- [Redacted], St Marylebone Society (GH)
- [Redacted], Regents Park Resident (RLU)

Apologies:

- [Redacted], Cabinet Member for Sustainability and Parking
- [Redacted], Director, Traffic Engineering, NRP
- [Redacted], St. John’s Wood Society
- [Redacted], St. John’s Wood Society
- [Redacted], Regent’s Park Cyclists
- [Redacted], Associate, WSP

<b>Meeting:</b>	<b>Cycle Superhighway 11 – Key Stakeholders Event</b>	
<b>Date:</b>	<b>22<sup>nd</sup> February 2016, 19:00</b>	
	<p>RR – Gives introduction of the meeting.</p> <p><b>Introductions</b></p> <p>ML – Set the scene of what stakeholder’s engagement has happened to date.          KB – Ran through presentation.</p> <ul style="list-style-type: none"> <li>- Overview.</li> <li>- <b>Swiss Cottage gyratory</b> <ul style="list-style-type: none"> <li>o Finchley Road (College Crescent banned turns into and out of)</li> <li>o Finchley Road (Hillgrove Road banned turns in)</li> </ul> </li> </ul> <p>CM – Asks about bus movements around the new layout at the Gyratory.          KB – <b>Avenue Road (Camden Junction)</b></p> <ul style="list-style-type: none"> <li>- Queen’s Grove part closure. Residents dispute that the junction is dangerous.</li> </ul> <p>LH – Raised that they would like traffic lights at this junction.</p>	

DS – Clarified it was London Borough of Camden discussion about the traffic reassignment by this promoted measure / mandatory cycle lane.

**KB – Avenue Road (Westminster Junction)**

Mandatory cycle lane, Double Yellow Lines, Green Man signals at Prince Albert Road.

**KB – The Regent's Park**

Need to reduce speed and volume of traffic. Access restrictions at four gates by discouraging through traffic. Heritage of the park to be maintained; raised tables when entering a different environment. Looking at safety cameras, looking at speed signage.

PF – Queried weekend closures?

KB – Same as week days, only open 11-3, 7 days a week.

- **Portland Place**

- o Two options. First option, advisory cycle lanes. Second option, floating the parking to provide protection.

- o Also new signalised pedestrian crossings at Junctions.

- Journey time impacts

- **Next Steps: Consultation closes on 20<sup>th</sup> March 2016.**

ML – Sets the scene for traffic modelling.

CB – Was HS2 considered? Was the St John's Barracks considered?

AU – No.

CB – Wrote into TfL after the RIBA consultation event about traffic modelling. Three hour spread counts 7 – 10am, 4 – 7pm, January 2013. Look at peak for within those periods for modelling and reassignment.

CM – Did you do any surveys during water main replacement (Avenue Road closures)? As it would have given TfL foresight.

AU – No.

JMK – Queried signal optimisation.

DS – Asked if new signal equipment will be installed to enable this?

AU – A lot of infrastructure is already SCOOT enabled.

CB – HS2 and St John's Barracks will impact CS11, to do CS11 traffic modelling in isolation is not sensible.

RLU – Two parallel activities / proposals were not being considered / coordinated by TfL. 87 additional HGV's using Parkway Junction for spoil removal; therefore, agreement to be reviewed by rail.

PF – St. John's Barracks due to commence construction in Autumn 2016 and will have 100 lorries entering per day. Plus works at Lords Cricket Ground.

LH – Raised concern about HS2 shafts and impact on traffic.

GH – If Baker Street two-way project likely to happen and the closure of York Gate blocks the only right turn off Marylebone Road westbound traffic until Balcombe Street.

KB – Confirmed traffic modelling joined up for Baker Street two – way and Cycle Superhighway 11.

RL – How much through traffic do we have at the moment? What counts when and what research was undertaken?

PN – We have been asking for traffic impacts for six months.

AU – Strategic modelling conducted over two week screenline.

PN – Concerned about the traffic from the south accessing the north and potential impact on roads in Marylebone in particular Devonshire Street (the proposed Quietway).

RR – Stepped in to ask TfL about traffic modelling and explained the regular issue is the side roads, which will be most affected if Park gates are closed. Traffic will have to go somewhere else and they are concerned about it.

LH – The increase in traffic on Park Road, has TfL modelled the inevitable?

CB – Less road space will be available to same traffic demand. Concerned with Swiss Cottage and Baker Street two-way.

LH – Raised air quality issue.

JV – The Queen's Grove cut through closure will cause traffic to cut through Acacia Road or Norfolk Road which will create increased conflict and air quality decrease.

LH – Cyclists using The Regent's Park's (including sports cyclists) already do, so why the need for gate closures?

PF – Concerned he will be denied access to The Regent’s Park.  
 JM – Confirmed access is not denied. Has never seen traffic jam in The Outer Circle.  
 LH – If issue on the Outer Circle is speed, why are we not addressing it?  
 RLU – Speaking as a commuter cyclist user on The Outer Circle. Illegal parking is happening not huge numbers of parked cars, but cyclists have to weave in and out of parked cars.  
 RR – The Outer Circle is a road with shared space for all users. Segregation is not proposed for heritage reasons in The Regent’s Park.  
 ML – Legal status is the Road is owned by CEPC and maintained by The Regent’s Park.  
 JMK – Represents sports cyclists and requested that we discussed facts. The Regent’s Park cyclists have been dealing with red light jumping.  
 PN – Do you think The Regent’s Park Gates should be closed?  
 JMK – Yes, in the context that it will improve safety and encourage new commuter cyclists.  
 CB – There is potential to install cycle lanes around the east side of the park, as cyclists deserve to be protected, but if speed is an issue than we need to address this.  
 BC – Introduced himself and role of Cycling Champion. Explained how difficult it is to balance objectives and thinks The Regent’s Park would be better if it was more user friendly for vulnerable road users.  
 RR - Clarified his position as Deputy Cabinet Member for Sustainability and Parking; therefore, cycling is in this remit. Every other Cycle Superhighway shares the road space. Need to consider the knock on impact of gate closures.  
 ??? – Talked about the modelling for cars, but not modelling for cyclists.  
 RL – Supports the increase in cycling and the improvements to air quality, but different road users use The Outer Circle at the moment without significant issues. Gate closure is a symbolic gesture.  
 RLU – People aren’t supposed to park in the morning peak hours; therefore if this was enforced, what do you think the impact on cycling would be with speed cameras?  
 Discussion around 20mph traffic calming.  
 JV – Do you think dedicated space for cyclists around The Outer Circle would work?  
 JMK – Not pro infrastructure. Thinks they need to look at closure times; therefore, lessen 11-3 restrictions. The key is to stop the commuter vehicles.  
 RLU – Is this facility for commuters or sports cyclists?  
 CB – Explained Swiss Cottage. The proposals make it difficult to get into Avenue Road and explained his view on traffic reassignment. Explained his alternative scenario not having bus and cycle space on Swiss Cottage Gyratory. Dedicated lanes around east side of The Outer Circle.  
 IW – The Regent’s Park residents object to gate closures. Raised the Kent Passage concerns and doesn’t generally see the need to separate cyclists and vehicles.  
 R CEPC – Road markings and signage need to be upgraded. The lack of road markings can cause confusion as to who has what space.  
 JMK – Issue with pinch points as well as other locations.  
 RR – it would feel safer as cyclists if some form of road markings. If gates are to remain open, then The Regent’s Parks need to consider treatment to delineate space for cyclists.  
 LH – Supports Councillor Robert Rigby. The traffic impacts of gate closures will negatively impact road safety in the area.  
 CM – Pedestrians have not been considered in all of the discussion. Would like to know what TfL think platforms (raised tables) will do? Platforms cause ambiguity.  
 ML – Gave example of Birdcage Walk which has informal raised crossings. Cyclists will not stop in some circumstances when vehicles do.  
 GH – The Saint Marylebone Society would be against some infrastructure, suggested this due to heritage concerns. Rat running is an issue on Baker Street two-way proposals and stakeholders have worked with designers to address concerns.  
 CB – Difference is that closure of The Outer Circle is a closure of a complete artery.  
 DH – Lower Thames Street Cycle Superhighway is built. What analysis of air quality impact, traffic impact?  
 AU – Explained the monitoring of the network 24/7 and considering mitigation measures.

	<p>PF – Queried red surfacing, Why can't we have coloured surfacing to delineate space for cyclists?</p> <p>JV – Demographics is ageing and needs to drive to access The Regent's Park. How do they access during closed periods? They need to drive a lot longer route to access.</p> <p>RR – Air quality will be worse with gate closures. Prince Albert Road and side roads will be more congested and hence air quality will worsen.</p> <p>CD – Understands red not as durable and is more expensive to implement and likely to not be accepted for heritage reasons. Separate cycle facilities unlikely due to potential loss of revenue if parking bays have to be removed.</p> <p>RR – Could have a solution like Portland Place where you propose floating the parking?</p> <p>RL – Are there accident statistics of cycle and vehicles?</p> <p>JMK – Stated accidents were not significant if you look at accident rates.</p> <p>RL – Hence cyclists can co-exist.</p> <p>ML – Stated TfL statistics, which were presented at the 2<sup>nd</sup> March workshop.</p> <p>RLU – Do Statistics include Marylebone Road?</p> <p>JMK – Clarified accidents he is aware of in recent times, as he has been informed by the Metropolitan Police Service.</p> <p>JMK – The Regent's Park is the safest place to cycle at the moment, but need to provide "safer" facilities to encourage people who don't feel safe to cycle at the moment.</p> <p>GH – Supports this view.</p> <p>CB – Understands the purpose of Cycle Superhighway 11 is to promote safer cycling as an alternative commuter mode of transport, but this Cycle superhighway scheme closes the main artery through the St. John's Wood community.</p> <p>RR – The rest of Cycle Superhighway 11 is shared highway. Community view is not to close the gates.</p> <p>DH – Have the emergency services been consulted yet? Used to be a police officer in the London Borough of Camden driving response vehicles and was difficult; therefor, worried that these proposals would further inhibit emergency response.</p> <p>BC – A couple of voices not heard tonight were The Regent's Park. There is a low chance of segregation due to The Regent's Park concerns about heritage. The purpose of Cycle Superhighway 11 is to encourage non cyclists to cycle and the Regent's Park cyclists have been proactive to address this issue.</p>	