



City of Westminster

Attended by:

# City of Westminster Quietway Bayswater to Edgware Road.

[REDACTED], [REDACTED] ([REDACTED])  
 [REDACTED], [REDACTED] ([REDACTED])  
 [REDACTED], [REDACTED], Lancaster London ([REDACTED])  
 [REDACTED], [REDACTED], The Landmark Hotel ([REDACTED])  
 [REDACTED], SEBRA ([REDACTED])  
 [REDACTED], SEBRA ([REDACTED])  
 [REDACTED], PRACT ([REDACTED])  
 [REDACTED], [REDACTED], City of Westminster ([REDACTED])  
 [REDACTED], Hyde Park Stables ([REDACTED])  
 [REDACTED], [REDACTED], City of Westminster ([REDACTED])  
 [REDACTED], [REDACTED], WSP ([REDACTED])  
 [REDACTED], [REDACTED], City of Westminster ([REDACTED])

Apologies:

[REDACTED], [REDACTED], [REDACTED]  
 [REDACTED], [REDACTED], Hyde Park Estate Association  
 [REDACTED], Lancaster London  
 [REDACTED], [REDACTED], City of Westminster  
 [REDACTED], [REDACTED], [REDACTED], NRP  
 [REDACTED], [REDACTED], FM Conway  
 [REDACTED], Resident, Stanhope Terrace  
 [REDACTED], [REDACTED], TfL

<b>Meeting:</b>	<b>Quietway Bayswater to Edgware</b>	
<b>Date:</b>	<b>11<sup>th</sup> February 2016</b>	
	<p><b>Introductions</b></p> <p>[REDACTED] - Outlined the Cycle Grid and set out the difference between Quietways and Cycle Superhighways. Quietway Bayswater to Edgware Road (Circle Line North West (CLNW)) alignment links Kensington Gardens into Bayswater through Cycle Superhighway East-West (CSEW) via Sussex Gardens. Quietway proposals approach addresses existing challenges / problems for cyclists and improves provisions for pedestrians. Eg. higher level of service to Sussex Gardens</p> <p><b>Drawing 1 - 7000531-CLN-W-C-01</b></p> <p>RBKC proposal at Bayswater Road.</p> <p>[REDACTED] – Stated he has already made comments. Queried tactile paving, Buff coloured surface to define the cyclists / pedestrians area on foot way and bus stop interaction.</p> <p>[REDACTED] - Confirmed RBKC currently out to consultation. Elsewhere along this section there is low level of intervention for cyclists.</p> <p><b>Drawing 2 - 7000531-CLN-W-C-02</b></p> <p>[REDACTED] -Query regarding Black Lion Gate Cycle Lane and issue for eastbound cyclists on Bayswater Road.</p> <p>[REDACTED] - Light Columns not Westminster Standard as they are RBKC units.</p> <p>[REDACTED] - Indicated red boxed area of Quietway to indicate Queensway Public Realm Scheme.</p> <p>[REDACTED] - Issue of flower seller occupying contraflow cycle lane. Weekly deliveries of flowers from Holland. [REDACTED] - Confirmed will investigate in next phase of design.</p> <p>[REDACTED] – Explains Inverness Terrace, subtle changes to road mainly to assist Cyclists.</p>	

■ - Double Yellow Line needed to be extended by 5 to 10 meters.

### Drawing 3 - 7000531-CLN-W-C-03

Cut through by Craven Hill Gardens. Put cycle track back at carriageway level.

■ - Queried potential for drop of kerb to access Bathurst Street from Westbourne Street.

■ - Queried London Cycle Network Signage and will it be retained. Will drain covers be changed to cycle friendly drain covers? ■ – Confirmed they will be.

### Drawing 4 - 7000531-CLN-W-C-04

Similar level provisions to Cycle Superhighway East - West.

■ - Craven Road / Westbourne Terrace Junction. Thinks reverting back to post Crossrail operation of signals (ie. Reinstate banned right turns) to retain capacity at junction.

■ – Supported putting in signal infrastructure now for future use. Confirmed not possible to have separate Cycle Phase.

■ - Queried how westbound cyclists approaching Sussex Gardens gyratory would access CSEW facilities

■ - Explained would have a choice of routes under signal control (separated in time).

■ - North side of Sussex Gardens segregated lane will cause issues with taxi drop offs and evening parking for hotel. As proposals effectively wipe out evening parking. How will this impact servicing of hotel?

■ - Explained that due to one-way entry lane servicing could happen against the regeneration on Double Yellow Lines.

■ - Sussex Gardens has very little cycle traffic at the moment. Protection for cyclists suggested wherever possible.

■ – Stated she doesn't currently cycle on Sussex Gardens due to fast moving traffic and supports segregated option.

■ – Two Universities with residence, so demand for traffic facility.

■ - Confirmed retention of single yellow line (three parking spaces) that would operate outside normal hours (evening) against cycle lane.

Discussion on how this would operate.

■ - Concerned about the loss of nine residents' parking bays on Sussex Gardens Gyratory. Concerned that the plan doesn't show the loss of parking in Westbourne Street, as a consequence of CSEW.

■ - Parking in Sussex Square is underused. Provision in Westbourne Crescent.

■ - Provision is not sufficient.

■ - Not concerned about vehicles in Sussex Gardens, but concerned about Praed Street.

■ - Queried new crossing to Sussex Gardens and what discussions have been had with City of Westminster Parks. Need to consider footway width and gate access to the park.

■ - Outlined relocation of Zebra crossing on east side of gyratory.

■ - Have we done pedestrian desire line assessments?

■ - Raised detailed concerns about the refuge island and the need to renew paving, trees etc. Discussion regarding pedestrian desire lines and routes.

■ - Substantial pedestrian flow from Lancaster Gate Station to Paddington Station. Bakerloo line closure for four months from May 2016. Desire to get from west side of Spring Street to east Side.

■ - Existing Zebra crossing by Spring Street is remaining. Crossing locations are restricted by service roads and relocation would take pedestrian crossings further away from pedestrian desire lines.

### Drawing 5 –7000531-CLN-W-C-05, Sussex Gardens Link

■ - Explained design principles, segregated cycle facilities and one traffic lane in each direction.

Issues to consider:

- Bus stop provision

- Junction Model
- Right turn pocket for buses turning into Norfolk Place.

Segregated cycle lane stopped to allow access to private accesses.

■ – Spring Street to London Street section. Concerned about the loss of parking. Can't turn at London Street, so turn right at Spring Street. Vehicles westbound, turning right at Spring Street will hold up westbound traffic. Believes should have a 7am-7pm cycle lane, not segregated facility.

■ - Not much traffic in Spring Street due to Eastbourne Terrace closure. Once Westbourne Terrace is restricted with CSEW, Spring Street use will increase.

■ - Not enough width to incorporate right turn pocket and retain segregated cycle facility, as it would introduce a pinch point for cyclists.

■ - Taxis and delivery vehicles access to Talbot Square will cause similar traffic disruption.

■ - Talbot Square not a through route.

■ - Will take away through traffic on Sussex Gardens. Risk that this will push traffic out onto local residential roads.

■ - This can be reassessed.

■ - Why remove yellow box?

■ - To allow for right turn pocket. Could consider westbound yellow box. 2016 traffic regulations are changing to be less restrictive, so we can look at design of yellow box.

■ - Temporary bus stand / terminal stop for 436 bus. Once Thames Water works are finished the bus stand will be abandoned and not necessary. ■ - Will check with London buses.

■ - HPEA divided opinion on proposals.

Discussion on floating bus stop design.

■ – Cycle track will be ramped to slow cyclists down. Buses wait at this stop if they are running early. Cars will have to wait behind the buses stopped at the stop.

■ - Will a car be allowed to overtake a stopped bus?

■ - Not at the moment. Confirmed we are looking at traffic modelling.

■ - Could cause potential road safety issue.

■ - Is island wide enough to accommodate a bus shelter.

■ - Is the right turn pocket long enough for two buses to wait to turn right? Can we lengthen the right turn pocket to limit disruption

■ - It is quite tight. Could investigate making it longer. Alternatively we could alter the kerb line to widen the carriageway.

■ - Are phone boxes going?

■ - Parking for white van man over night?

■ - Consultation does not make it clear the impact of segregated cycle track on single yellow line and overnight parking.

■ – HPEA support removal of single yellow line, as it could alleviate kerb side crawling. Kay Buxton has confirmed Paddington Bid share this position and support improvements to Sussex Gardens Hotels.

■ - Could we relocate bus stop to alleviate traffic impact?

■ – Bus stop is serving Edgware Road passengers

#### **Drawing 6 7000531-CLN-W-C-06**

■ - Norfolk Crescent loss of parking discussion.

■ - Parking Occupancy survey shows it is not heavily used. Discussion with regard to TfL's Edgware Road proposals. Proposals initially misunderstood by some members of HPEA for south bound right turn movements.

■ - Junction of Porchester Place / Kendal Street needs double yellow lines.

■ - Confirmed Double Yellow Lines will be proposed to assist cyclists and pedestrians.

■ – Confirmed we will advance design to address SEBRA concerns raised.

■ - SEBRA doesn't support scheme even with potential alterations

Discussion regarding Cycle Superhighway blue cycle lanes and issues with them.

**Meeting closed at 19:05**

	<p><b>ACTIONS</b></p> <ul style="list-style-type: none"><li>■ – To investigate Porchester Gardens flower seller servicing requirement.</li><li>■ – To renew proposed lengths of At Any Time waiting restriction on Porchester Gardens.</li><li>■ – To consider footway widths and interaction with access to path at Sussex Gardens gyratory.</li><li>■ – To Reassess provisions of yellow box at Sussex Gardens / London Street.</li><li>■ – To confirm with London Buses on status of route 436 bus stand post Thames Water works completion.</li><li>■ – To investigate right turn pocket design at Sussex Gardens / Norfolk Place junction.</li><li>■ – To include 'At Any Time' waiting restrictions in the design of Porchester Place / Kendal Street junction.</li></ul>	