



City of Westminster

City of Westminster Westminster Cycle Grid Workshop. Quietway 7 and Circle Line North.

Attended by:

[REDACTED], [REDACTED] ([REDACTED])
 [REDACTED], [REDACTED], WSP ([REDACTED])
 [REDACTED], Harrowby and District Residents Association ([REDACTED])
 [REDACTED], Marylebone Association ([REDACTED])
 [REDACTED], Paddington BID ([REDACTED])
 [REDACTED] Westminster Cycling Campaign ([REDACTED])
 [REDACTED], Cycling Touring Club ([REDACTED])

Apologies:

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| Meeting: | Westminster Cycle Grid Workshop – Quietway 7 and Circle Line North | |
| Date: | 16th December 2014, 6:30pm | |
| | <p>Introductions</p> <p>Quietway Circle Line North – Bayswater Road to Fitzrovia</p> <ul style="list-style-type: none"> ■ – Palace Court Road is narrow due to parked vehicles. Have we considered using St. Petersburg Place instead? Have you considered Orme Court? ■ – Stated we wanted to reduce exposure to Bayswater Road for cyclists. ■ – It is difficult to turn right in and out. ■ – The Royal Borough of Kensington and Chelsea (RBKC) are looking at solutions to make this turn more comfortable. ■ – St. Petersburg than Ilchester Gardens is a better, more direct alignment. ■ – Agreed. ■ – Porchester Gardens on approach to Quietway is too narrow and the existing facility only allows for single file cycling. The signal timing is long and cyclists have to wait quite some time. ■ – London Cycling Campaign (LCC) supports official?? Facility for west bound cyclists on Porchester Gardens and Inverness Terrace junction. ■ – Raised the issue of speeds of vehicles. ■ – Confirmed we have speed surveys for many of the proposed routes. ■ – If you are trying to cycle to Bayswater Road, you will have to go a long way out of your way to access Notting Hill Gate. ■ – Bayswater Road carriageway is in poor condition and is the only real option when Hyde Park is closed. ■ – Sought clarification that these routes are not primarily commuter routes. ■ – Discussed the issue of pollution on Main Roads. ■ – Pavements on Craven Road have been raised as too narrow, broken and in poor condition. It is not in the current Paddington BID area. BID considering potential widening 2018/19. ■ – Suggested the carriageway width is already quite narrow. ■ – BID pushes for a much clearer and safer access to Sussex Gardens itself. ■ – Neither of the routes serve Paddington Station. ■ – Is concerned about growth in cycling. Bishops Bridge Road and The Canal and Basin area are neither addressed this desire line as part of the Cycle Grid or Cycle Superhighway Routes. Would like to see local links to Cycle Superhighways and additional grid routes. ■ – Pinch Points on Sussex Gardens are at the junctions. ■ – Cyclists ride northbound the wrong way on London Street. | |

- – Can we legalise north bound cyclists on London Street, as there is clearly a demand for it?
 - – No right turn from Spring Street into Praced?? Street is illogical.
 - – Perhaps an alternative route (post crossrail) could be Eastbourne Terrace and Spring Street.
 - – Could one-way system be swapped? I.e.: Spring Street and London Street.
 - – The right turn from Sussex Gardens into Spring Street is intimidating.
 - – We will look at connections to and from Paddington Station and the Basin.
 - – Oxford Square and Cambridge Square is considered for permeability.
 - – Burwood Place taxi stand in an odd location. Other vehicles think they are stopped at the lights.
 - – What happens for deliveries to Argos and the Casino (alcohol and cash collections)? Discussed Waitrose serving Brendon Street.
 - – Would support the closure of Harrowby Street, but need to think carefully about the impacts on side roads.
 - - Would support pedestrian improvements at Seymour Place and Crawford Street.
 - – Crawford Street is a busy street with heavy traffic flow.
 - – Dorset Street / Montagu Place is a lot quieter and nicer route for cyclists.
 - – Doesn't understand the need for one-way system at Paddington Street and Nottingham Place.
 - – Proposed scheme will impact on delivery and service area at the kerbside.
 - – Have we considered converting back to two-way traffic on Marylebone High Street?
 - – This is outside of this projects scope.
- Discussed the number of crossings from north to south on Paddington Street and the potential danger.
- – Narrowing carriageway on Paddington Street for eastbound cycling on the approach to Nottingham Place to assist cyclists to get into primary position to minimize the left turn conflict.
 - – To review the parking bay locations.
 - – Devonshire Street and Great Portland Street junction; is the zebra crossing to the north to remain?
 - – South bound cyclists on Great Portland Street; is it a cycle lane or an off set of parking bays?
 - – Yes.
 - – Is this wide due to potential for driving???
 - – Are we improving the cut through at Hereford Road and Talbot Road?
 - – No.
 - – Is the right turn from Westbourne Park Road into Porchester Road is difficult.
 - – There is a need to find a way to slow traffic; perhaps raised tables?
 - – Also a similar issue with the right turn in and out of Gloucester Terrace.
- Discussion with how cyclists would safely cross over Porchester Terrace.
- – Concerned about the 3.7 meter width; vehicles could be tempted to overtake. Gloucester Terrace is quite a busy and fast road.
 - – We would look into narrowing the lanes to less than 3.7 meters.
 - – Right turn from Orsett Terrace to Westbourne Terrace is not easy.
 - – It will be picked up by Cycle Superhighway East-West.

Quietway 7 – Hyde Park to Fitzrovia

- – Edgware Road and George Street junction. The right turn from Edgware road into George Street with a filter light. It is very dangerous by waleed?? vehicles come up the inside of right turning vehicles.
- – Is George Street quiet enough for a Quietway route? Portman Square is a quicker route.
- – Could the one-way section of George Street between Spanish Place and Thayer Street be made two-way, so we do not have to use the one-way system at Blandford Street?
- – Spanish Place is not clear at the give way.
- – New Cavendish Street; have we considered the use of armadillos.

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| | <p> ■ – New Cavendish Street west bound lane width is 3.7 – 4 meters wide. ■ – Queried the left turn from New Cavendish Street into ??? will be retained? ■ – Issue with Tesco’s articulated lorries. ■ – Also with Paul bakery lorries. The road surface at the junction of Marylebone High Street and New Cavendish Street is appalling. ■ – If only one lane of cars on New Cavendish Street the west bound vehicles turning at the junction of New Cavendish Street and Marylebone High Street will be made more difficult. Is concerned about the conflict the right turn into Marylebone Street from New Cavendish Street. ■ – Concerned about the Gyratory at Blandford Street / George Street. Would prefer the removal of this ahead of a provision for two-way cycling in New Cavendish Street. Weymouth Street is the easiest to cycle, could this be opened to two-way cycling? ■ – Suggested an alternative route for east bound would be Weymouth Street and Great Portland Street and Clipstone Street. ■ – raised concern regarding a conflict for left turning vehicles from New Cavendish Street to Portland Place. ■ – Over the years there have been several requests for two-way cycling in New Cavendish Street. ■ – Raised that junction with London Street and Praed Street??? Is dangerous for cyclists. </p> <p>Meeting closed at 9:20pm</p> | |
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