

RESPONSE TO CONSULTATION

Hyde Park Estate Association

Cycling Super Highway and Quietway

Bayswater Road to Edgware Road, and the Hyde Park Estate

The Hyde Park Estate Association (HPEA) is the recognised amenity association representing the views of residents living on the Hyde Park Estate – the area of housing from Lancaster Gate to Edgware Road, and from Bayswater Road to Praed Street. The HPEA is also closely associated with the Hyde Park and Paddington Neighbourhood Area (HP&PNA), which links the residential community with the Paddington Business Improvement District.

Our comments are in relation to:

Drawing no: 70005331-CLN-W-C-05 (Sheet 5 of 6 – Moscow Road to Norfolk Crescent)

Drawing no: 70005332-Q7-C-02 (Sheet 2 of 6 – Hyde Park to New Cavendish Street)

Drawing no: 70005332 – Q7-C-01 (Sheet 1 of 6 – Hyde Park to New Cavendish Street)

Overview and strategic observations

The HPEA understands the importance of planning for the future, and the significance of the growing preference for cycling in London. We accept that effective planning for safer cycle routes is crucial. We are also very concerned about the increasing problem of poor air quality in London, and especially in this part of Westminster so close to extremely busy bus routes and major transport links.

There are some key aspects of the proposals which we find innovative and interesting, and we feel will go some way towards encouraging safer cycling and better road safety. We also appreciate that these proposals are extremely difficult to make, as they must take into account many existing factors – existing road usage by motor vehicles, new patterns of vehicle movement, which will arise from the proposals and implications for residents. **To do this successfully TfL needs to demonstrate a very firm grasp of the local implications of the changes proposed.**

We are very concerned that some of the detailed proposals demonstrate – rather shockingly – that insufficient care has been given these implications.

Changes to traffic movements

Flows of Traffic along major Sussex Gardens

The planned changes will introduce separate cycle lanes on each side of Sussex Gardens. This will certainly have the effect of protecting cyclists from the very busy and heavy traffic using the road. **Some people are worried about the way this will change the movement of traffic in Sussex Gardens. The constriction of the roadway, some feel, will cause traffic to queue as far back as Edgware Road, as cars and commercial vehicles slow in order to enable buses to turn right into Norfolk Place.** (TfL will need to show that this is not the case). Other people have also commented that the commercial vehicles, currently parking overnight in Sussex Gardens, will have nowhere to park, and will be likely to intrude onto the residents' 24 hour allocated parking on the Hyde Park Estate, which would not be acceptable. To other people, including the Paddington Business Improvement District, however, this improvement is positive, since it will improve the aesthetic appearance of Sussex Gardens. The Metropolitan Police are also supportive as it is believed that the changes will have the knock on effect of reducing street prostitution and vice crime caused by kerb crawling criminals circulating on the area.

The change to traffic flows across Burwood Place to Harrowby Street

We seriously question whether it is necessary to change the junction arrangements at this point, and request much more information – than is currently available from you – on the way in which traffic flows will be affected by the closure of the car routing from West to East across Edgware Road. The proposal is to close the route across Edgware Road from Burwood Place to Harrowby Street. Where will the vehicles currently using that junction go? It must add extra difficulty to the remaining road crossing options, and increase congestion at those junctions. **What traffic planning information is available to reassure us that the 'knock on' effect of the crossing closure will not make even more traffic difficulty elsewhere.** (TfL will need to provide detailed assessments that will show that this problem is not justified).

Effects on vehicle traffic and parking in Stanhope Place

Stanhope Place is a very narrow road – with resident parking on both sides, taking traffic from Seymour Street and Connaught Square to the Bayswater Road. The proposal is to remove four resident parking bays, and increase the size of the cycling path on the roadway. **Many people feel that this is**

unnecessary and unacceptable. There is already a separate cycle roadway marking on the road and no need to remove the much needed and already overused residents' parking bays. Moving even one of these to Connaught Square would add stress to parking there and would be unacceptable.

Improvements to the Public Realm – Burwood Place

A major feature of the proposals is a significant scheme to provide trees and setting areas at the junction of Burwood Place and Edgware Road, on the left side of Burwood Place, adjacent to the Barclay's bank site. **The scheme designed will completely enclose the entrance to the car park in Burwood Place, and the service road to the shops facing Edgware Road. This public realm improvement is not possible to build, and this in itself highlights the shocking fact that you have seemingly not even surveyed the area before bring forward these proposals.**

Road safety for residents and pedestrians

Many people have expressed great concern for the safety of residents and pedestrians from a very large increase in the number of cyclists using the Hyde Park Estate as a result of these proposals. Cars make some noise when approaching. Cycles do not, and many people feel threatened and frightened by the callous behaviour of many cyclists who cycle without care and attention for pedestrians trying to cross the already busy roads. **What is TfL, the Police and the Council going to do about cycling standard enforcement?**

Residents' Parking Bays

The proposals generally assume that the Council will be able to find 'alternatives' to the residents' parking bays that will be taken out of use as a result of these proposals. In very recent years the Council has undertaken extensive work to allocate more road space for additional residents' bays and 'car club' use, with limited success. Where are the alternative residents' bays to be allocated?

It is not acceptable to leave this uncertain, if TfL wishes to consult local people on the implications of these proposals.

Overnight parking by commercial vehicles

The removal of single yellow line parking from Sussex Gardens will exclude the opportunity for the nighttime parking of commercial vehicles. This is very much supported, as this nighttime parking is unsightly and is also

contributing to extensive crime and anti-social (vice) behaviour in the area. But the inevitable outcome will be that these vehicles will migrate to the Hyde Park Estate to park on residents' bays at night. **What is the Council proposing to do to improve the enforcement of the parking control scheme as a result?**

Summary and Conclusion

We recognise that many people are supportive of the Quietway proposals, and note that cycling is now - and likely to be in the future - the travel and commuting preference by many people.

Even so, we are of the view that these proposals have not been fully thought through and properly planned by TfL. Much more attention to detail is required and revised proposals are needed before all the defects in design emphasised in these comments can be resolved and promoted.

Nick Johnson OBE FRSA
Chairman HPEA for
Hyde Park Estate Association Planning Committee