

## Response ID ANON-HRVA-D189-Q

Submitted to **Proposed improvements between Wood Lane and Notting Hill Gate**

Submitted on **2019-06-15 10:01:10**

### Our proposals

#### 1 Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel?

##### Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel? - Walking:

A limited number of extra people would choose to travel in this way

##### Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel? - Cycling:

Many more people would choose to travel in this way

##### Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel? - Using public transport:

A limited number of extra people would choose to travel in this way

##### Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel? - Using motor vehicles for personal journeys:

The proposals would have no effect

##### Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel? - Using motor vehicles for business journeys:

The proposals would have no effect

#### Comments:

#### 2 Which neighbourhoods do your views relate to, or are you commenting on the entire scheme? (please tick all boxes that apply).

The entire scheme

#### 3 Please let us know if the proposals would have a positive or negative impact on you or the journeys you make. Please explain how we could minimise any negative impacts. Please also let us know if you have feedback about the specific effects our proposals might have on particular junctions or areas.

#### Comments:

These comments come from the London Living Streets group.

1. Overall London Living Streets is supportive of these proposals. This is a valuable attempt to begin to balance the travel needs of people on foot and cycling and using public transport more fairly in comparison to the space allocation which has typically occurred in favour of those travelling by motor vehicle. There is a real need too to create a safe east-west cycling route through this part of London to connect the new and safe cycling facilities in central London with their use by people who would like to cycle in the boroughs to the west.

2. Throughout these proposals it is very important that vehicular speeds are compatible with the ambitions to create a high quality environment for walking and cycling. We note that according to the new Uber Movement - Speed data, free-flowing vehicle speeds typically average above 30mph on Wood Lane and even up to 40mph east of the Shepherds Bush roundabout on HPA. It is important that measures are taken from the Lower Speeds Toolkit to reduce speeds to at least a maximum of 20mph in Hammersmith & Fulham and, for the present, to 30mph in the parts of the scheme which lie in K&C.

3. In terms of the Shepherds Bush proposals, we remain concerned that the overall character of this gyratory as a traffic dominated space is largely unchanged with, in certain locations, four lanes of westbound traffic. At the roundabout, there are locations where there are six lanes of traffic. For a scheme that seeks to be transformational in terms of the neighbourhoods it covers, this will leave those areas dominated by traffic and with built-in air quality problems in the longer term. We believe that modelling should seek to accommodate the projected reductions in traffic volumes as part of the MTS and that space allocation to vehicular traffic should be reduced more significantly than is proposed. We feel too that leaving designs with this many lanes for vehicles will mean that reducing speeds is very difficult. More work is needed to address these high capacity locations to reduce available space and address vehicle speeds so that the free flow speed becomes in line with the posted speed limit.

4. Holland Park Avenue. We support the creation of segregated cycling facilities along this road. In the western end where the cycle lanes are behind the pavement on the north side of the road, we would like to see measures that ensure cycling speeds remain sufficiently low that people on foot are not intimidated by fast movement close to them. We would like to see the potential for continuous crossings on side roads entrances used. We are concerned about the significant amounts of shared space that is proposed between people on foot and people cycling. We feel that for such a significant scheme, where segregated cycle lanes are being created and where concerns exist about the quality of the resulting environment for those on foot, there should not be a default to the two modes sharing space as is proposed in a number of locations on HPA. We are concerned at the loss of footway space at the junction with Campden Hill Square (West) and would request confirmation that the resulting footway width meets the required comfort levels and minimum width requirements.

5. Notting Hill Gate. Overall, we question the need for the retention of a median strip and suggest that this space is re-allocated to the footways. We support the removal of staggered crossings and their replacement (for the most part) with straight across crossings. It is important that pedestrian waiting times are not increased as part of these moves to more direct crossings. We are supportive of the overall aims of the scheme to the east of the Shepherds Bush roundabout to introduce a great numbers of crossings. We are supportive of the removal of the trees from the median if they are replaced elsewhere within the scheme (and

hopefully total numbers increased too). We very much regret the ending of segregated cycling provision at the eastern extent of the scheme and strongly advocate that this scheme in due course links with segregated facilities to the east for journeys to and from central London. We strongly support the use of raised entry treatments at side roads and would propose the use of continuous crossings where these occur.

**4 How often, on average, do you travel using each of these forms of transport in the area?**

**How often, on average, in the area do you travel using each of these forms of transport? - Walking:**

**How often, on average, in the area do you travel using each of these forms of transport? - Cycling:**

Never

**How often, on average, in the area do you travel using each of these forms of transport? - Using public transport:**

**How often, on average, in the area do you travel using each of these forms of transport? - Using a motor vehicle for personal journeys:**

**How often, on average, in the area do you travel using each of these forms of transport? - Using a motor vehicle for business journeys:**

**About you**

**5 Are you responding as (please tick all boxes that apply):**

Not local, but interested in the proposals

**Other:**

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

**Organisation:**

London Living Streets

**7 What is your name?**

**Name:**

Jeremy Leach

**8 What is your email address?**

**Email:**

jeremyleach@posteo.net

**9 Please provide us with your postcode?**

**Postcode:**

SE17 3EQ

**10 How did you find out about this consultation?**

Received an email from TfL

**Other:**

**11 What do 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.)?**

**What do 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.)? - Website structure & ease of finding what you needed:**

Very good

**What do 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.)? - Written information:**

Very good

**What do 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.)? - Maps, images & related diagrams:**

Very good

**What do 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.)? - Online survey format:**

Very good

**What do 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.)? - Website accessibility:**

Very good

**What do 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.)? - Events & drop-in sessions:**

Not applicable

**What do 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.)? - Promotional material:**

Very good

**Do you have any further comments about the quality of the consultation material?:**

Very good and clear as always.

## **Equality Monitoring**

**12 Gender:**

Male

**13 Ethnic Group:**

White – British

**14 Age:**

56-60

**15 Sexual Orientation:**

Not Answered

**16 Religious faith:**

Not Answered

**17 Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Please include problems related to old age)**

No