

Frequently Asked Questions Paddington Area

What is the difference between the existing measures implemented during COVID and the proposed scheme?

The proposed scheme builds on the scheme implemented during COVID and seeks to further improve cyclist safety by providing the following:

- Visual segregation (wands) along Brook Street
- Banning of left turn movement at Brook Street junction with Bayswater Road which removes the conflict between cyclists and motor traffic
- Introduction of protective 0.5m wide buffer zone between existing parking and cycle lane on Spring Street and London Street to ensure cyclist safety is maximised
- Narrowing of existing mandatory cycle lanes on Stanhope Terrace and Brook Street to provide additional carriageway width for general traffic
- Refresh existing road markings where needed and introduction of green surface dressing in areas such as junctions with side roads where cyclist presence needs to be highlighted further

How will parking be impacted?

There will be no reduction in the number of parking bays as a result of this scheme. However, kerbside waiting and loading restrictions have been reviewed and reinforced where necessary. Double yellow lines on the southeast side of Stanhope Terrace and on the southeast side of Brook Street are proposed indicating no waiting at any time. These have been introduced to provide additional carriageway width for general traffic and to provide a clear continuous route for cyclists.

What will the impact on loading be?

To ensure cycle lanes are not obstructed by loading vehicles, double kerb blips indicating no loading at any time are proposed on the southeast side of Stanhope Terrace. A short unrestricted section will remain to enable local businesses to load. Double kerb blips are also proposed on the southeast side of Brook Street to provide a clear continuous route for cyclists.

Will there be any road closures or movements be banned?

The proposed scheme will not result in any road closures (some temporary road closures may be necessary during construction to allow for safe working and you will be notified of these in due course).

The existing right turn ban for motor vehicles from Brook Street into Bayswater Road will be supplemented with a ban for left turning motor vehicles which will mean that motor vehicles will only be able to go straight ahead from Brook Street into North Carriage Drive. This is to avoid conflict between cyclists and left turning traffic from Brook Street. It is worth noting that this restriction only applies during the hours of operation of Victoria Gates. When Victoria Gates are closed, vehicles and cyclists will be able to turn left or right from Brook Street. The advanced stop line facility and low numbers of cyclists anticipated during this period will mean that the risk to cyclists from turning vehicles is low.

Why are cycle wands being installed?

The purpose of the wands is to improve cyclist safety by providing a visual separation for motor vehicles. They will highlight the presence of the cycle lane and prevent any motor vehicles entering the cycle lane which will in turn improve cyclist safety.

What are the benefits of cycle wands?

Wands have perceivable benefits when used to support the provision of cycling infrastructure and these includes the following:

- Wands take up minimal carriageway space but still provide segregation between motor vehicles and cyclists and an improved perception of safety over white lining alone
- Less expensive and easier to implement than other measures such as refuge islands.