CITY OF WESTMINSTER – CITY MANAGEMENT AND COMMUNITIES

DELEGATED AUTHORITY OBJECTIONS REPORT 7385

TRAFFIC ORDERS – FERNHEAD ROAD, SALTRAM CRESCENT AND SHIRLAND ROAD

INTRODUCTION OF CONTRA-FLOW CYCLING IN SALTRAM CRESCENT AND AMENDMENTS TO PARKING PROVISIONS AND WAITING AND LOADING RESTRICTIONS

(Drawing Nos. 70044044-01-TRO-EX-01 and 02 Rev A [Existing Layouts] and PR-01 and 02 Rev B [Proposed Layouts])

(Harrow Road Ward)

BACKGROUND

On 8th June 2018, the Head of Road Management considered and approved a report under his delegated powers allowing consultation on proposals to introduce contra-flow cycling in Saltram Crescent, between its junctions with Fernhead Road and Bradiston Road and between its junctions with Shirland Road and Fordingley Road. The proposals include the provision of nearside segregated advisory cycle lanes at either extremity of Saltram Crescent to protect cyclists entering the road against the one-way flows of vehicular traffic.

In order to provide sufficient carriageway space and visibility for cyclists as they move into the main carriageway from its junction with Shirland Road it will be necessary to move an existing motorcycle bay and "Blue Badge" disabled persons' bay northward by approximately 5.5 metres and reduce the length of an existing shared-use parking place accordingly by the same amount.

Double yellow line "at any time" waiting and loading restrictions will be introduced on the nearside kerb-lines at the north-western and southern ends of Saltram Crescent, adjacent to the two cycle lanes, in order to prevent obstructive parking at these locations.

Following the publication / posting of press and street notices during June / July 2017 and consultation with frontagers and other key parties on the proposed measures, 17 responses were received, as detailed in the Appendix to this report. The extent of the letter consultation included three Ward Councillors, two local residents' associations, 37 statutory bodies and 275 frontagers.

The proposals received a high level of support with only one objection which was concerned with the loss of a shared-use parking space at the southern end of Saltram Crescent.

WSP, Palace Gardens Suite, 27th Floor, Portland House, Bressenden Place, London SW1E 5RS, UK; T 020 3057 2156

RECOMMENDATION

It is recommended that the Traffic Orders be made as proposed to facilitate the implementation of the scheme, as shown on Drawing Nos. 70044044-01-TRO-EX-01 and 02 Rev A and PR-01 and 02 Rev B.

I agree / disagree with the recommendation.

Signed [redacted] Date 16/08/18

Programme and Contract Manager
(Highways and Public Realm)
City Management and Communities

Signed [redacted] Date 16/8/18

Head of Road Management
City Management and Communities

APPENDIX – RESPONSES TO PUBLIC CONSULTATION

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
[redacted] Waste and Parks City Management and Communities Westminster City Council [redacted] Email dated 19th June 2018	1.	[redacted] states that the proposed measures will have no impact on the City Council's waste collection or street cleansing operations.	1.	Noted.
[redacted] [redacted] Email dated 25th June 2018	2.	[redacted] fully supports the proposals and would like to suggest two additional considerations: (a) Install stands for pedal cycles on the new build-out pedestrian walkway area at the Shirland Road end of Saltram Crescent. There are not many bike stands in the area and he often sees bikes locked to the fences around the Chippenham Road / Shirland Road crossing. (b) Install ground anchors to securely lock motorcycles in the relocated solo motorcycle parking bay at the Shirland Road end of Saltram Crescent. The ground anchors are already a standard in most parts of London and the relocation of the solo motorcycle parking bay is a good opportunity to install them here as well.	2.	[redacted] support for the proposals is noted. (a) Unfortunately, budgetary constraints have meant that the footway build-outs originally planned as part of the making permanent of the one-way workings in Saltram Crescent have had to be dropped from the design and therefore there would not be a suitable site at the junction with Shirland Road for additional cycle stands. (b) The introduction of ground anchors for motorcycles is outside the scope of this cycling scheme. However, [redacted] request has been passed to the City Council's Parking Services so that Saltram Crescent may be considered as a candidate site for any future roll-out of these devices in the area.
[redacted] Secretary, Westminster Cycling Campaign	3.	[redacted] writes on behalf of the Westminster Cycling Campaign, the local group of the London Cycling Campaign. They strongly support the proposals to	3.	The Westminster Cycling Campaign's support for the proposals is noted.

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
[redacted] [redacted] Email dated 26th June 2018		reinstate two-way cycling throughout Saltram Crescent, which accords with the City Council's policy on maintaining permeability for cyclists. They were pleased to see support for reinstating two-way cycling shining through as the main issue raised by respondents to the July 2016 to January 2018 experimental traffic order. From the birth of the Saltram Crescent Local Safety Scheme in 2014 the Residents' Working Group were always clear that "To the fullest extent reasonably possible, we would like any traffic calming measures implemented to be "bicycle-friendly". Our concerns are with motorised vehicles, not peddling at a reasonably sedate pace." They trust that any safety concerns about reinstating two-way cycling will be offset by noting that: (i) People are currently being forced to cycle long detours on more heavily trafficked roads. (ii) Saltram Crescent was two-way throughout for cyclists (and motor traffic) until July 2016. (iii) Cyclists are less likely to encounter oncoming motor traffic now than before July 2016, because the Local Safety Scheme has reduced through motor traffic volumes. (iv) The low level of infrastructure intervention proposed is appropriate for contraflow cycling on a street with low motor traffic volumes, as shown by existing examples in Green Street and Upper Tachbrook Street.		

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		They also note that the loss of 5 metres of shared use parking is negligible in a street 600 metres long.		
[redacted] [redacted] Email dated 27th June 2018	4.	As a resident of Saltram Crescent who regularly cycles to work, [redacted] fully supports the proposal to reintroduce two-way cycling through Saltram Crescent. It will be safer for all concerned, as bikes use the road regardless. It was always his understanding throughout the process of introducing one-way circulation to Saltram Crescent that the City Council's intention was not to restrict the movement of cyclists. Therefore, it seems high time that the City Council delivers on that undertaking.	4.	[redacted] support for the proposals is noted.
[redacted] Brent Cycling Campaign [redacted] Email dated 27th June 2018	5.	[redacted] writes on behalf of the Brent Cycling Campaign, the local group of the London Cycling Campaign. As the location for this scheme is on the boundary with Brent, they wanted to inform the City Council that they support the proposal to reinstate two-way cycling throughout Saltram Crescent. This proposal is in line with the City Council's policy on maintaining permeability for cyclists and is supported by the Residents' Working Group involved in the Local Safety Scheme from the beginning. They said that their main concern pertained to motorised traffic and not people on	5.	The Brent Cycling Campaign's support for the proposals is noted.

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		bicycles. This will enable people on bicycles to avoid cycling on nearby busy roads, making their travel safer. Thanks to the Local Safety Scheme in the area, motorised traffic volumes have reduced; therefore, people on bicycles are less likely to be cycling against oncoming vehicles.		
[redacted] Email dated 27th June 2018	6.	[redacted] voices his support to the proposal to allow two-way cycling on Saltram Crescent.	6.	[redacted] support for the proposals is noted.
[redacted] Email dated 28th June 2018	7.	[redacted] strongly supports the proposals to reinstate two-way cycling along Saltram Crescent. It will improve safety for cyclists and make cycling for inexperienced riders more attractive as they can avoid busier roads. There's currently 423.8 metres (totalling the figures given in the notice of making) of parking along the street, so the loss of a single parking bay will have effectively no impact.	7.	[redacted] support for the proposals is noted.
[redacted] Email dated 28th June 2018	8.	[redacted] is a local resident and wishes to express his strong support for the proposals to reinstate two-way cycling throughout Saltram Crescent. This will rectify the mistakes that were made back in July 2016 by not allowing two-way cyclist traffic, ignoring several local residents expressing the	8.	[redacted] support for the proposals is noted.

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		need for two-way cycling along Saltram Crescent to keep cycling safe. The current situation is as such that cyclists need to cycle all the way around the very narrow stretch of Shirland Road between Saltram Crescent and Fernhead Road which is also a busy bus route. The proposed scheme will considerably reduce risk and pollution level exposure for cyclists in this area.		
[redacted] [redacted] Emails dated 29th June and 11th July 2018	9.	(a) [redacted] sought clarification on whether the proposals entailed the introduction of unnecessary mandatory cycle lane markings in Saltram Crescent. [redacted] thanked the City Council for the subsequent confirmation that there is no plan to introduce cycle lane markings along the length of the road. (b) She comments on the proposals as follows: As a cyclist, motorist and member of the Saltram Crescent residents' consultation group on traffic calming measures, she supports the majority of the proposals for managing cycling contraflow at both ends of Saltram Crescent, subject to the following two provisos: (i) that the proposals to remove a shared-use parking space from the west side of Saltram	9.	(a) WSP contacted [redacted] on 29th June 2018 to confirm that there were no plans to introduce mandatory cycle lanes along Saltram Crescent and that the route would instead be marked with cycle logos on the carriageway. (b)(i) In order for this particular contraflow design to comply with safety standards without the

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS	OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS	
		Crescent, adjacent to No. 221 Shirland Road, relocate the adjacent "Blue Badge" disabled bay and motorcycle parking northwards by 5.5 metres and extend the double yellow line "at any time" waiting restrictions adjacent to No. 221 northward by 5 metres be abandoned. She currently cycles into Saltram Crescent from Shirland Road and there is more than enough room for clear visibility and safe cycling with the existing layout, markings and parking provision. The entrance to the road is wide with excellent clearance room and visibility and there is not that much traffic coming down it. Tinkering with the existing parking provisions as proposed would be pointless and a waste of precious resources. As a car owner, she objects to the proposed removal of the shared-use parking space, as there is a shortage already.		inclusion of a cycle lane, it is crucial that a well-delineated cycle entry lane is provided at the north-western and southern entrances of Saltram Crescent. It was also noted during the design stage that a minibus uses the "Blue Badge" disabled parking bay at the southern end of Saltram Crescent, near its junction with Shirland Road, which severely reduces forward visibility for vehicles approaching the junction from the north. The sharp angle of the junction entry also makes it difficult for vehicles to spot cyclists entering the road until it is too late. In the interests of cyclist and driver safety, it is considered that the loss of one parking space is necessary, albeit regrettable.
	(ii)	that the City Council enforces parking restrictions and regulations on the numerous minicab drivers parking illegally at the top of Saltram Crescent at its junction with Fernhead Road. There has been a blatant disregard by these drivers of the regulations for years, and complete failure on the part of the City Council operatives to enforce them. They	(ii)	[redacted] complaint about parking enforcement in Saltram Crescent has been forwarded to the City Council's Parking Services for investigation.

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
	park throughout the day on the paying bays without paying and thereby making them unavailable to bona fide paying drivers, and they park on the yellow lines and hatched areas throughout the day and around the junction corners causing dangerous conditions for cyclists, other drivers and pedestrians. [redacted] has raised this complaint with the City Council a number of times in the past to no avail with no concerted effort on the part of the City Council to stop the abuse. A little white parking enforcement car with mounted camera came and observed at one point to no effect. One can only conclude that there must be some tacit collusion between the City Council's enforcement [agents] and the minicab drivers for this to be allowed in such a blatant way. The proposal to introduce "at any time" loading restrictions at the Saltram Crescent / Fernhead Road junction is pointless without the above parking enforcement by the City Council. All existing restrictions on parking / loading and waiting [restrictions] in this location are disregarded as a matter of course. (c) [redacted] requests that when WSP is collating responses to the consultation, would they	(c) WSP responded to [redacted] on 9th July 2018 to clarify when the incident regarding the

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		please ensure that her email address is not disclosed – in the previous consultation exercise residents' email addresses were disclosed on the response documents that were circulated. (d) [redacted] also wishes to add that she welcomes the proposed change from a "turn right" sign at the junction of Malvern Place and Saltram Crescent to a "no left turn" as she recommended in her response to the first consultation. Every day, several cars and vans ignore the sign and turn left into Saltram Crescent. She challenges them when she can, but it's usually to no avail! Drivers always have what they think is a valid excuse for them being exempt! She thinks the more emphatic "no turn" should help reduce those numbers a bit.		publication of email addresses took place. WSP clarified that it was not aware that any breach of care with regards to personal data took place during or as a result of the Traffic Order consultation that took place in July 2016. WSP reassured [redacted] that preserving the anonymity of respondents to its Traffic Order consultations is of the highest importance and all published reports are edited to remove personal details that might directly identify individuals. [redacted] responded on 11th July 2018 advising that she could not recall in which year the incident took place. (d) [redacted] support for the introduction of a banned left turn sign, replacing the existing compulsory right turn sign, is noted.
[redacted]	10.	[redacted] states that he supports reinstating "Except Cyclists" on Saltram Crescent.	10.	[redacted] support for the proposals is noted.

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
Email dated 2nd July 2018				
[redacted] Email dated 2nd July 2018	11.	[redacted] states that the proposals sound like a very good idea.	11.	[redacted] support for the proposals is noted.
[redacted] Email dated 5th July 2018	12.	[redacted] strongly supports the proposal to reinstate two-way cycling through Saltram Crescent as part of increasing the cycling permeability within the borough.	12.	[redacted] support for the proposals is noted.
[redacted] Email dated 5th July 2018	13.	[redacted] is a resident who lives on a street parallel to Saltram Crescent. He fully supports opening Saltram Crescent to two-way cycling. While he appreciates the residents urged the City Council to make Saltram Crescent one-way for car traffic, he thinks the primary concern was noise and traffic. Cycling is benign on both these issues. Brent Council has put in a good cycle path east-west along Carlton Vale, and by enabling two-way cycling, Westminster City Council will connect Queens Park to Notting Hill. [redacted] reiterates his full support for two-way cycling on Saltram Crescent.	13.	[redacted] support for the proposals is noted.
[redacted]	14.	[redacted] strongly supports the proposals. Any	14.	[redacted] support for the proposals is noted.

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
[redacted] Email dated 5th July 2018		residential route that can be opened cyclists to avoid major traffic road is good.		
[redacted] Email dated 6th July 2018	15.	[redacted] strongly supports the proposals to re-instate two-way cycling in Saltram Crescent. As a local resident, this will regularly save him from long round trips – especially when on a heavy cargo bike with the kids!	15.	[redacted] support for the proposals is noted.
[redacted] Email dated 6th July 2018	16.	[redacted] supports the proposed changes to Saltram Crescent to restore two-way cycling in this one-way street. He has been concerned for some time that the alternative route via Shirland Road and Fernhead Road requires people cycling to navigate the mini-roundabout at the junction of the two roads. Mini-roundabouts are well known for the dangers they present for people on two wheels, and therefore they are not recommended in the London cycling design standards for routes used by lots of people cycling. He notes from a check of STATS19 data that, indeed, several people cycling have been injured close to this mini-roundabout in the last few years. Creating a contraflow in Saltram Crescent offers an alternative route with lower risks. [redacted] thanks the City Council's officers for listening to feedback and proposing the new	16.	[redacted] support for the proposals is noted.

APPENDIX – RESPONSES TO PUBLIC CONSULTATION (CONTINUED)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		measures.		
[redacted] [redacted] Email dated 14th July 2018	17.	[redacted] fully supports the proposal for contra-flow cycling in Saltram Crescent within the current one-way sections at either end.	17.	[redacted] support for the proposals is noted.

EXISTING 'NO ENTRY' SIGN PLATE

DIAG. No.616

TOTAL LENGTH = 20.5m

SALTRAM CRESCENT

FERNHEAD ROAD

EXISTING 'NO ENTRY' SIGN PLATE

DIAG. No.616

DIAG. No.960.2

EXISTING DIAG. 606(B) LOCATED ON AN EXISTING LIGHTING COLUMN.

DIAG. No.606(B)

MALVERN ROAD

MALVERN PLACE

DIAG. No.610

EXISTING INTERNALLY ILLUMINATED DIAG. 606 TO BE REMOVED.

SALTRAM CRESCENT

EXISTING DIAG. 652

DIAG. No.652

BRADISTON ROAD

KEY

- EXISTING DIRECTION OF TRAVEL
- P — PAY BY PHONE BAY
- R — RESIDENTS' PARKING
- S — SHARED USE PARKING
- D — "BLUE BADGE" DISABLED BAY
- M — MOTORCYCLE PARKING
- C — CAR CLUB BAY
- W — "WHITE BADGE" DISABLED BAY
- NO WAITING "AT ANY TIME"
- ROAD MARKINGS TO BE REMOVED

PARKING GAINS AND LOSSES

RESTRICTION TYPE	EXISTING PROVISION (m)	PROPOSED PROVISION (m)	DIFFERENCE FROM EXISTING SITUATION
NO WAITING "AT ANY TIME"	43.4	48.5	+5.0
NO LOADING "AT ANY TIME"	0.00	48.5	+48.5
PAY BY PHONE BAY	24.7	24.7	0
RESIDENTS' PARKING	332.5	332.5	0
SHARED USE PARKING	24.9	19.9	-5.0
'BLUE BADGE' DISABLED BAY	12.5	12.5	0
'WHITE BADGE' DISABLED BAY	10.8	10.8	0
MOTORCYCLE PARKING	12.9	12.9	0
CAR CLUB BAY	5.5	5.5	0

REV	DATE	BY	DESCRIPTION	CHK	APD
A	01.03.2018	MF	INITAL ISSUE		

DRAWING STATUS: CONSULTATION

CONWAY great people : great work

wsp

25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wsp.com

CLIENT: City of Westminster

PROJECT: SALTRAM CRESCENT CONTRA FLOW CYCLE LANE

TITLE: FEASIBILITY EXISTING TRAFFIC ORDERS LAYOUT 1 OF 2

SCALE @ A3	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	12.02.2018	MF	DR		A3

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70044044	WWESA- TBC	-

DRAWING No.: 70044044-01-TRO-EX-01 REV.: A

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 100019597)

\\ser01her1uk\projects\70044044 - Saltram Crescent Contra Flow Cycle Lane\02 WIP\HW Highways\01 Model\01-Feasibility\70044044-01-TRO-EX-01.dwg 21 Mar, 2018 - 2:51pm

PARKING GAINS AND LOSSES			
RESTRICTION TYPE	**EXISTING PROVISION (m)**	**PROPOSED PROVISION (m)**	**DIFFERENCE FROM EXISTING SITUATION**
NO WAITING ''AT ANY TIME''	43.4	48.5	+5.0
NO LOADING "AT ANY TIME"	0.00	48.5	+48.5
PAY BY PHONE BAY	24.7	24.7	0
RESIDENTS' PARKING	332.5	332.5	0
SHARED USE PARKING	24.9	19.9	-5.0
'BLUE BADGE' DISABLED BAY	12.5	12.5	0
'WHITE BADGE' DISABLED BAY	10.8	10.8	0
MOTORCYCLE PARKING	12.9	12.9	0
CAR CLUB BAY	5.5	5.5	0

KEY

- EXISTING DIRECTION OF TRAVEL
- P — PAY BY PHONE BAY
- R — RESIDENTS' PARKING
- S — SHARED USE PARKING
- D — "BLUE BADGE" DISABLED BAY
- M — MOTORCYCLE PARKING
- C — CAR CLUB BAY
- W — "WHITE BADGE" DISABLED BAY
- NO WAITING "AT ANY TIME"
- ROAD MARKINGS TO BE REMOVED

DIAG. No.652

EXISTING DIAG. 652 ON LIGHTING COLUMN

EXISTING DIAG. 652 ON BROAD BASE POST

DIAG. No.652

DIAG. No.616

EXISTING 'NO ENTRY' SIGN PLATE

DIAG. No.616

EXISTING 'NO ENTRY' SIGN PLATE

TOTAL LENGTH = 22.9m

FORDINGLEY ROAD

SALTRAM CRESCENT

MALVERN ROAD

SHIRLAND ROAD

SHIRLAND ROAD

Simon Court

Saltram House

Surgery

KEEP CLEAR

NO ENTRY

REV	DATE	BY	DESCRIPTION	CHK	APD
A	01.03.2018	MF	INITIAL ISSUE		

DRAWING STATUS: CONSULTATION

CONWAY great people : great work

wsp

25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wsp.com

CLIENT: City of Westminster

PROJECT: SALTRAM CRESCENT CONTRA FLOW CYCLE LANE

TITLE: FEASIBILITY EXISTING TRAFFIC ORDERS LAYOUT 2 OF 2

SCALE @ A3	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	15.02.2018	MF	MF	DR	A3

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70044044	WWESA- TBC	-

DRAWING No.: 70044044-01-TRO-EX-02 REV.: A

\\ser01her1uk\projects\70044044 - Saltram Crescent Contra Flow Cycle Lane\02 WIP\HW Highways\01 Model\01-Feasibility\70044044-01-TRO-EX-01.dwg 21 Mar, 2018 - 2:52pm

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 100019597)

PS03 - 'EXCEPT CYCLES' SUB PLATE TO BE ADDED TO EXISTING 'NO ENTRY' SIGN PLATE

DIAG. No.616

Except cycles

DIAG. No.954.4

SHORT SECTION OF CYCLE LANE WITH ROAD MARKINGS TO BE PROVIDED TO SHOW STARTING POINT OF THE 'NO CYCLE LANE' CONTRAFLOW FOR CYCLES. REMARK EXISTING DOUBLE YELLOW WAITING RESTRICTIONS AND ADD NO LOADING AT ANY TIME BLIPS TO KERB SIDE.

NEW CYCLE FRIENDLY GULLY GRATING TO BE INSTALLED

SALTRAM CRESCENT

FERNHEAD ROAD

PS02 - 'EXCEPT CYCLES' SUB PLATE TO BE ADDED TO EXISTING 'NO ENTRY' SIGN PLATE

DIAG. No.616

Except cycles

DIAG. No.954.4

NEW ROAD MARKINGS TO DIAG. 1057, 1059 & 1028 TO BE PROVIDED TO SHOW FLOW DIRECTIONS.

Cycle lane

DIAG. No.962.1

PS04 - NEW SIGN POST AND DIAG. 962.1 SIGN FACE TO BE INSTALLED.

MALVERN PLACE

MALVERN ROAD

DIAG. No.613

DIAG. No.610

Except cycles

DIAG. No.954.4

PS05 & PS06 - EXISTING INTERNALLY ILLUMINATED DIAG. 606 TO BE REPLACED WITH A 'NO LEFT TURN' SIGN AND 'EXCEPT CYCLES' TO BE ADDED.

CYCLE LOGOS TO BE PLACED OVER JUNCTION ENTRANCE TO HIGHLIGHT CONTRAFLOW CYCLE LANE TO VEHICLES ON MALVERN PLACE.

DIAG. No.960.2

PS01 - NEW SIGN POST AND DIAG. 960.2 TO BE INSTALLED.

PS07 - 'EXCEPT CYCLES' SUB PLATE TO BE ADDED TO EXISTING DIAG. 606(B) LOCATED ON AN EXISTING LIGHTING COLUMN.

DIAG. No.606(B)

Except cycles

DIAG. No.954.4

NEW ROAD MARKINGS TO DIAG. 1057, 1059 & 1028 TO BE PROVIDED TO SHOW FLOW DIRECTIONS.

SALTRAM CRESCENT

PS08 - EXISTING DIAG. 652 TO BE REMOVED AND REPLACED WITH A DIAG. 960.2.

DIAG. No.652

DIAG. No.960.2

BRADISTON ROAD

KEY

- EXISTING DIRECTION OF TRAVEL
- P — PAY BY PHONE BAY
- R — RESIDENTS' PARKING
- S — SHARED USE PARKING
- D — "BLUE BADGE" DISABLED BAY
- M — MOTORCYCLE PARKING
- C — CAR CLUB BAY
- W — "WHITE BADGE" DISABLED BAY
- NO WAITING "AT ANY TIME"
- NO WAITING AND NO LOADING "AT ANY TIME"
- PROPOSED DIRECTION OF TRAVEL
- PROPOSED WHITE LINE MARKING

PARKING GAINS AND LOSSES

RESTRICTION TYPE	EXISTING PROVISION (m)	PROPOSED PROVISION (m)	DIFFERENCE FROM EXISTING SITUATION
NO WAITING "AT ANY TIME"	43.4	48.5	+5.0
NO LOADING "AT ANY TIME"	0.00	48.5	+48.5
PAY BY PHONE BAY	24.7	24.7	0
RESIDENTS' PARKING	332.5	332.5	0
SHARED USE PARKING	24.9	19.9	-5.0
'BLUE BADGE' DISABLED BAY	12.5	12.5	0
'WHITE BADGE' DISABLED BAY	10.8	10.8	0
MOTORCYCLE PARKING	12.9	12.9	0
CAR CLUB BAY	5.5	5.5	0

REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.06.2018	MF	RSA CHANGES		
A	01.03.2018	MF	INITIAL ISSUE	MF	DR

DRAWING STATUS: CONSULTATION

CONWAY great people : great work
wsp
25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wsp.com

CLIENT: City of Westminster

PROJECT: SALTRAM CRESCENT CONTRA FLOW CYCLE LANE

TITLE: FEASIBILITY PROPOSED TRAFFIC ORDERS LAYOUT 1 OF 2

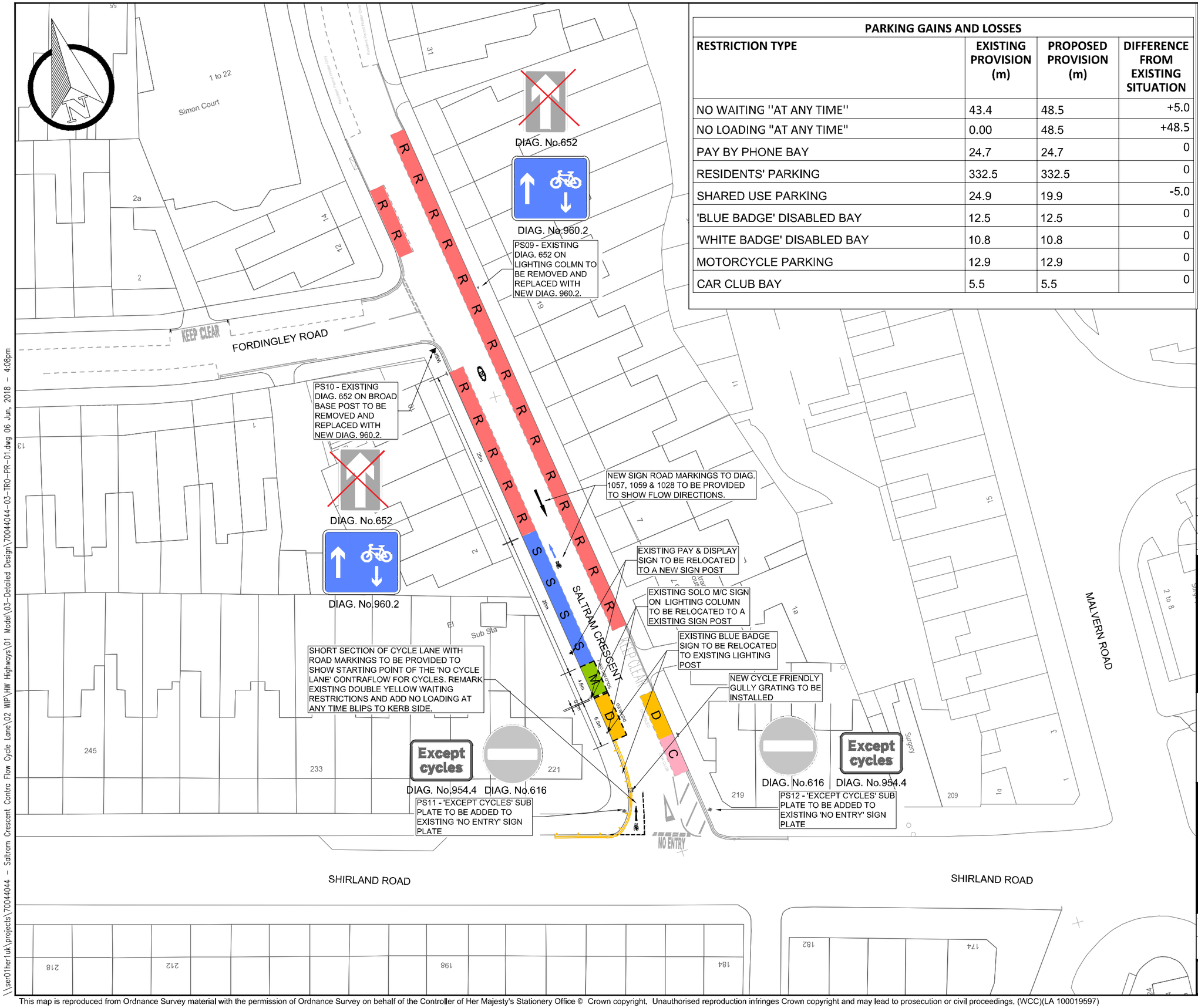
SCALE @ A3	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	12.02.2018	MF	MF	DR	A3

JOB No.	FMC PROJECT No.	BRIEFIDSB No.
70044044	WWESA- TBC	-

DRAWING No. 70044044-03-TRO-PR-01 REV. B

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 100019597)

\\ser01her1uk\projects\70044044 - Saltram Crescent Contra Flow Cycle Lane\02 WIP\HW Highways\01 Model\03-Detailed Design\70044044-03-TRO-PR-01.dwg 06 Jun, 2018 - 4:07pm



PARKING GAINS AND LOSSES

RESTRICTION TYPE	EXISTING PROVISION (m)	PROPOSED PROVISION (m)	DIFFERENCE FROM EXISTING SITUATION
NO WAITING ''AT ANY TIME''	43.4	48.5	+5.0
NO LOADING "AT ANY TIME"	0.00	48.5	+48.5
PAY BY PHONE BAY	24.7	24.7	0
RESIDENTS' PARKING	332.5	332.5	0
SHARED USE PARKING	24.9	19.9	-5.0
'BLUE BADGE' DISABLED BAY	12.5	12.5	0
'WHITE BADGE' DISABLED BAY	10.8	10.8	0
MOTORCYCLE PARKING	12.9	12.9	0
CAR CLUB BAY	5.5	5.5	0

KEY

- EXISTING DIRECTION OF TRAVEL
- P — PAY BY PHONE BAY
- R — RESIDENTS' PARKING
- S — SHARED USE PARKING
- D — "BLUE BADGE" DISABLED BAY
- M — MOTORCYCLE PARKING
- C — CAR CLUB BAY
- W — "WHITE BADGE" DISABLED BAY
- NO WAITING "AT ANY TIME"
- NO WAITING AND NO LOADING "AT ANY TIME"
- PROPOSED DIRECTION OF TRAVEL
- PROPOSED WHITE LINE MARKING

REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.06.2018	MF	RSA CHANGES		
A	01.03.2018	MF	INITIAL ISSUE	MF	DR

DRAWING STATUS: CONSULTATION

CONWAY great people : great work
wsp
25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wsp.com

CLIENT: City of Westminster

PROJECT: SALTRAM CRESCENT CONTRA FLOW CYCLE LANE

TITLE: FEASIBILITY PROPOSED TRAFFIC ORDERS LAYOUT 2 OF 2

SCALE @ A3	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	15.02.2018	MF	MF	DR	A3

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70044044	WWESA- TBC	-

DRAWING No.: 70044044-01-TRO-PR-02 REV.: B

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 100019597)

\\ser01her1uk\projects\70044044 - Saltram Crescent Contra Flow Cycle Lane\02 WIP\HW Highways\01 Model\03-Detailed Design\70044044-03-TRO-PR-01.dwg 06 Jun, 2018 - 4:08pm