CITY OF WESTMINSTER – CITY MANAGEMENT AND COMMUNITIES

DELEGATED AUTHORITY CONSULTATION REPORT 7448

TRAFFIC ORDERS

STRATHEARN PLACE AND HYDE PARK SQUARE (HYDE PARK ESTATES LOCAL SAFETY DESIGNS)

Drawing Nos. 70039044-201-02-TMO-01 Rev A (proposed) and 70039044-201-05-RM-01 Rev B (final)

(Hyde Park Ward)

BACKGROUND

On 4th December 2018, the Head of Highways Inspectorate considered and approved a report under his delegated powers allowing consultation on proposals to revise the layout of the existing residents' parking places and waiting restrictions in Strathearn Place and Hyde Park Square.

It was identified that there are currently no adequate pedestrian crossing facilities in the vicinity of Strathearn Place and Hyde Park Square. Therefore, it was proposed to install a pedestrian "zebra" crossing at the junction to improve safety for pedestrians.

The revisions to the residents' parking places and waiting restrictions are necessary to facilitate the installation of the pedestrian "zebra" crossing, enhancing pedestrian safety.

RESULTS OF CONSULTATION

Following the publication / posting of press and street notices during December 2018 / January 2019 and consultation with frontagers and other key parties on the proposed measures six responses were received, as detailed in the appendix to this report. The extent of the letter consultation included three ward councillors, three local residents' associations, 34 statutory bodies and 134 frontagers.

The majority of the responses received to the public consultation were in support of the proposed zebra crossing. However, Councillor Heather Acton received a number of objections directly. The main reason for the objections to the crossing is that there is a preference for action to be taken to reduce traffic flows along Strathearn Place. The City Council is keen to reduce rat-running in the Hyde Park Estate area and has therefore commissioned a traffic study to seek ways to minimise rat-running on residential roads.

As a result of the comments received, it has been decided that the kerb build-out will be constructed, including the necessary revisions to the residents' parking and waiting restrictions, to aid pedestrians crossing the road. Preparatory works for the zebra crossing will also be carried out, so that should a decision be made to proceed with the zebra crossing at a later stage, any roadworks required would be minimised.

A: WSP, Palace Gardens Suite, 27th Floor, Portland House, Bressenden Place, London, SW1E 5RS. **T:** 020 3116 5996

Pedestrian safety in Strathearn Place will be reviewed following installation of the kerb build-out and completion of the traffic study.

Additionally, following further investigation of the loading activity in Strathearn Place it is considered necessary to retain the existing length of single yellow line outside The Victoria Public House, No. 10a Strathearn Place.

In order to minimise the loss of parking provision it has been decided that the existing residents' parking place outside Nos. 30 to 36 Hyde Park Square will only be shortened by 3.5 metres instead of 8.5 metres as proposed. This means there will be an overall loss of one residents' parking space. The opportunity will be taken to seek additional residents' parking nearby as part of a future local safety design scheme.

RECOMMENDATION

It is recommended that the Traffic Orders are made as proposed to facilitate the implementation of the kerb build-out as shown on Drawing No. 70039044-201-05-RM-01 (Rev B), except for:

(a) the additional 7 metres of residents' parking outside No. 10a Strathearn Place (the existing single yellow line waiting restriction will be retained); and

(b) the removal of 8.5 metres of residents' parking outside Nos. 30 and 31 Hyde Park Square (the parking place will only be shortened by 3.5 metres).

I agree / ~~disagree~~ with the recommendation.

Signed [redacted] Date 19/3/19

Programme and Contract Manager
City Management and Communities

Signed [redacted] Date 19/3/19.

Head of Highways Inspectorate
City Management and Communities

APPENDIX

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1.	[redacted] Email dated 12th December 2018	[redacted] wishes to express his strong support for the proposal to install a pedestrian crossing at the junction of Hyde Park Square and Strathearn Place. As a resident of Hyde Park Square [redacted] frequently crosses the road at that point. He states it appears that an increasing volume of traffic is using Strathearn Place / Hyde Park Square as a through route and crossing the road requires somewhat more patience (sometimes a great deal more patience) than hitherto. In particular, he notices a large number of taxis. He suspects this is a result of the increased congestion on Bayswater Road dating from the installation of the bike lanes. What the City Council may wish to consider is whether reopening the westbound lane of North Carriage Drive would divert some of the traffic off Bayswater Road which now turns left at Brook Street lights in order to go south through Hyde Park. If this were true, it wold ease at least the westbound congestion towards Lancaster Gate.	[redacted] support for the scheme is noted. However, due to the number of objections sent to Councillor Acton only the kerb build-out will be constructed at this stage. A final decision on whether the zebra crossing will be installed has yet to be made. The kerb build-out will narrow the road which will provide a safer crossing point for pedestrians and help to slow vehicle speeds by forcing a tighter through movement. Following completion of the works the City Council will review pedestrian safety and assess whether any reduction in traffic flow will improve pedestrian safety. A traffic study is also currently underway in the Hyde Park Estate area to seek ways to reduce rat running.
2.	[redacted]	[redacted] fully support the proposals. They state it will make crossing the street a much safer endeavour for both residents and numerous tourists that frequent the area. They believe there is a good supply of residents' parking bays so a few fewer should not create	[redacted] support for the scheme is noted. However, due to the number of objections sent to Councillor Acton only the kerb build-out will be constructed at this stage. A final decision on whether the zebra crossing will be installed has yet to be made.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 27th December 2018	any problems. The only point of concern, and this is less to do with the proposal but more to do with general vehicular permissiveness in London, is that the numerous boy racers who use this area as a cruising ground may see a zebra crossing as another opportunity to show off how loud their cars can be from a standing start.	The kerb build-out will narrow the road which will provide a safer crossing point for pedestrians and help to slow vehicle speeds by forcing a tighter through movement. Following completion of the works the City Council will review pedestrian safety and assess whether any reduction in traffic flow will improve pedestrian safety.
3.	[redacted] Email dated 8th January 2019	[redacted] very much welcome the installation of a zebra crossing and the means to facilitate it.	[redacted] support is noted. However, due to the number of objections sent to Councillor Acton only the kerb build-out will be constructed at this stage. A final decision on whether the zebra crossing will be installed has yet to be made. The kerb build-out will narrow the road which will provide a safer crossing point for pedestrians and help to slow vehicle speeds by forcing a tighter through movement. Following completion of the works the City Council will review pedestrian safety and assess whether any reduction in traffic flow will improve pedestrian safety.
4.	[redacted]	[redacted] objects to the proposed pedestrian crossing in Strathearn Place, and hopes the decision is not irrevocably made. He feels this	Following the level of objections received by Councillor Acton only the kerb build-out will be constructed at this stage. A final decision on

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 9th January 2019	would further institutionalise this narrow residential lane as a high-volume thoroughfare. There is not a precedent for a zebra crossing on a residential road anywhere nearby; if there is it would be useful to see an example. Whilst it's not the intention, it is reminiscent of the succession of roundabouts, pedestrian refuge islands and "slow" signs over the past twenty years. None of these have addressed the unsafe levels of pollution on Strathearn Place but they have increasingly designated it as a traffic street. More importantly, it blunts the perceived acuity of the traffic problem here, reducing the chances of the necessary traffic redirection.	whether the zebra crossing will be installed has yet to be made. The kerb build-out will narrow the road which will provide a safer crossing point for pedestrians and help to slow vehicle speeds by forcing a tighter through movement. Following completion of the works the City Council will review pedestrian safety and assess whether any reduction in traffic flow will improve pedestrian safety. A traffic study is also currently underway in the Hyde Park Estate area to seek ways to reduce rat running.
5.	[redacted] Email dated 10th January 2019	As a long-term resident of Strathearn House (more than 25 years), [redacted] makes the following observations and comments. Over the past few years, the volume of vehicular traffic on Strathearn Place / Hyde Park Square has increased dramatically. Whilst this first started with taxis and other vehicles seeking a short cut to Paddington Station, more recently and with the changes to the roads around Bayswater and Lancaster Gate, the traffic on the road has reached an extremely high volume with traffic frequently at a standstill, particularly during the rush hours.	Following the level of objections received by Councillor Acton only the kerb build-out will be constructed at this stage. A final decision on whether the zebra crossing will be installed has yet to be made. The kerb build-out will narrow the road which will provide a safer crossing point for pedestrians and help to slow vehicle speeds by forcing a tighter through movement. Following completion of the works the City Council will review pedestrian safety and assess whether any reduction in traffic flow will improve

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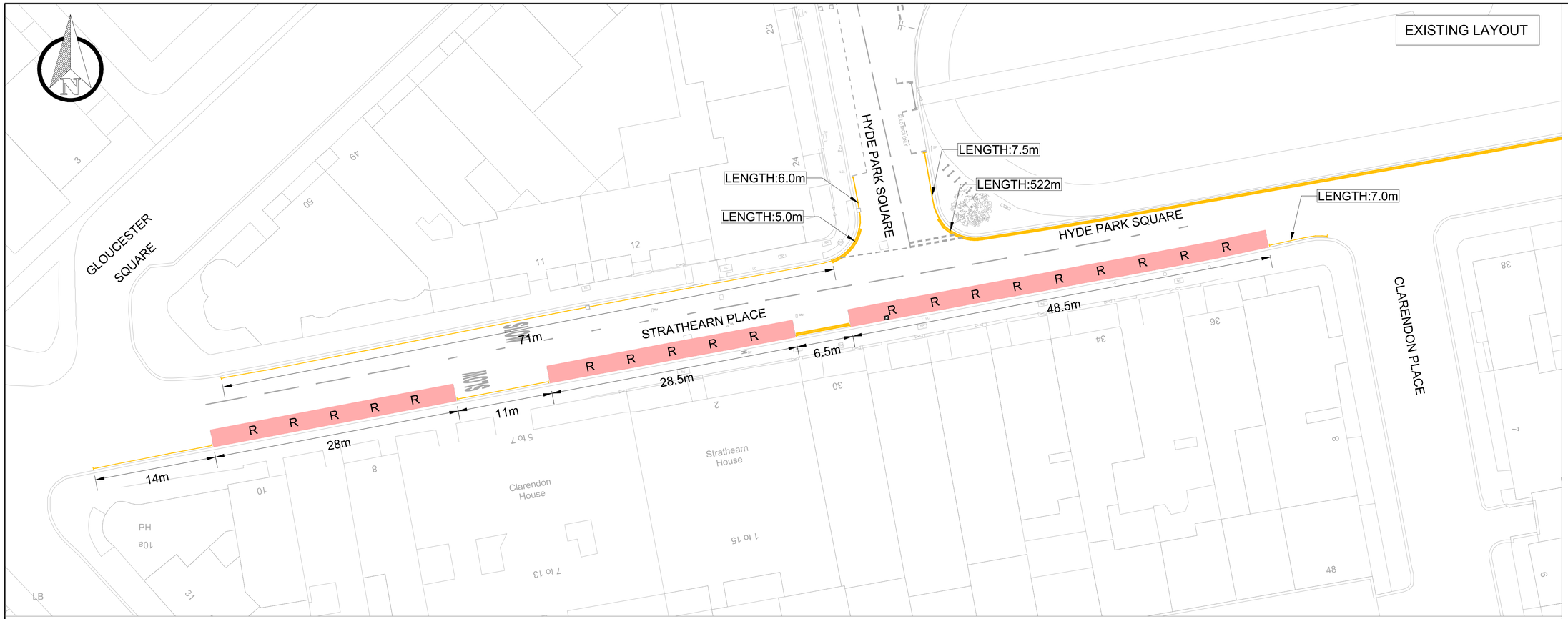
		For residents, this has posed as a problem. Pollution has increased from the volume of traffic and parking has become more difficult. Added to this, there have been changes to the roads which have meant that vehicles and in particular delivery vans and taxis are unable to wait whilst loading or waiting for passengers to disembark. As a consequence, taxis, vans, and private hires frequently park in resident bays whilst waiting or delivering thereby further reducing the already limited parking space available for residents. Access to Strathearn House would be severely hampered and impaired causing a problem for deliveries as well as for handicapped residents or those with limited mobility. The issue with Strathearn Place / Hyde Park Square is basically two-fold: (a) limited residents' parking bays; (b) increased traffic and awareness of a road that was previously deemed residential. She states the proposed pedestrian crossing will further minimise the limited residents' parking spaces available. The majority of the road on one half is covered by Hyde Park Square with no room for pedestrians to walk. Virtually all pedestrians walk along Strathearn Place and most cross at the raised pedestrian crossing by	pedestrian safety. A traffic study is also currently underway in the Hyde Park Estate area to seek ways to reduce rat running. The City Council do not support the introduction of speed humps due to the adverse effect on emergency services vehicles and vehicle emissions. However, the City Council is investigating the possibility of introducing a 20mph speed limit across the Hyde Park Estate area.

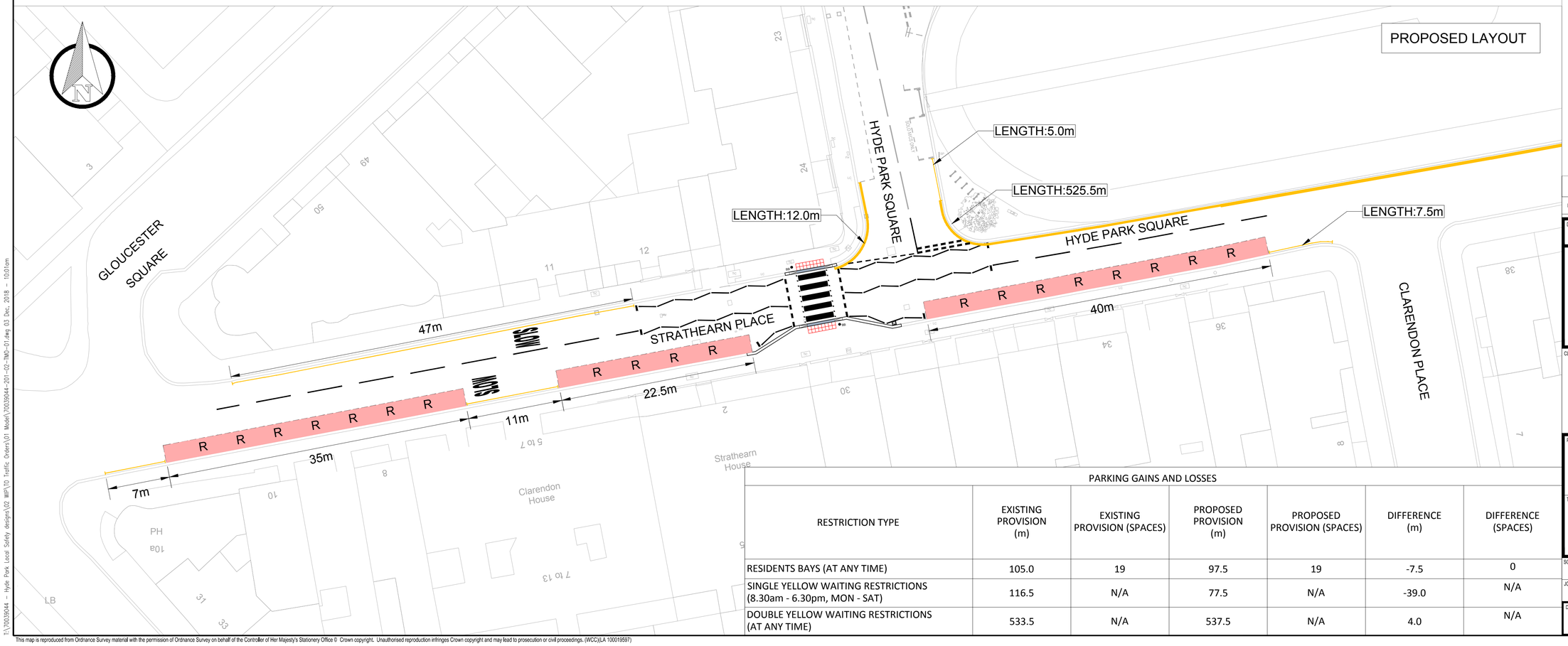
	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		the Victoria Pub. That is not to say that some do not cross at other points. The issue is how to address safety when they do cross. As a resident who has on more than one occasion needed to cross, she has found that the problem is not due to the heavy flow of traffic, but rather due to speeding cars who have become aware of the road as an access alternative to Bayswater Road. Drivers frequently drive at excessive speeds and well above the speed limit endangering their lives and other drivers and pedestrians. The infrequent accidents that have occurred over the past few years have been as a direct consequence to speeding. [redacted] has personally witnessed such accident. In her opinion the road would benefit far more from speed limits of speed reduction bumps that would not only deter drivers from speeding but serve as a safety mechanism for pedestrians. This would also allow for the parking spaces to be maintained without increasing pollution from vehicles stopping and starting and more importantly easy access to the building. This is critical for those with limited mobility, deliveries or for works being undertaken to or within the building. As her entire flat overlooks Strathearn Place,	

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		she is extremely concerned about the rising pollution levels which would be exacerbated from vehicles stopping and starting and the potential limitation to residents parking as well as the neighbourly feel to the road in a residential area. She strongly believes the road would benefit far more from speed limits or speed reduction bumps to ensure safety rather than a pedestrian crossing that would have limited usage and not have the desired effect for traffic management.	
6.	[redacted] Waste and Parks Westminster City Council [redacted] Email dated 11th January 2019	[redacted] confirms the scheme will have no impact on street cleansing or waste collections.	Noted.

EXISTING LAYOUT



PROPOSED LAYOUT



KEY

- R — RESIDENTS' PARKING BAYS (AT ANY TIME)
- DOUBLE YELLOW WAITING RESTRICTIONS (AT ANY TIME)
- SINGLE YELLOW WAITING RESTRICTIONS (8:30am - 6:30pm MON - SAT)

PARKING GAINS AND LOSSES

RESTRICTION TYPE	EXISTING PROVISION (m)	EXISTING PROVISION (SPACES)	PROPOSED PROVISION (m)	PROPOSED PROVISION (SPACES)	DIFFERENCE (m)	DIFFERENCE (SPACES)
RESIDENTS BAYS (AT ANY TIME)	105.0	19	97.5	19	-7.5	0
SINGLE YELLOW WAITING RESTRICTIONS (8.30am - 6.30pm, MON - SAT)	116.5	N/A	77.5	N/A	-39.0	N/A
DOUBLE YELLOW WAITING RESTRICTIONS (AT ANY TIME)	533.5	N/A	537.5	N/A	4.0	N/A

REV	DATE	BY	DESCRIPTION	CHK	APD
A	12.11.2018	AP	FIRST ISSUE		

DRAWING STATUS: CONSULTATION

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CLIENT: City of Westminster

PROJECT: HYDE PARK ESTATES LOCAL SAFETY IMPROVEMENTS

TITLE: STRATHEARN PLACE & HYDE PARK SQUARE TRAFFIC MANAGEMENT ORDERS

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:250	12.11.2018	AP	MF	DR	A1

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70039044	WWESA2082	80065317

DRAWING No.: 70039044-201-02-TMO-01 REV.: A

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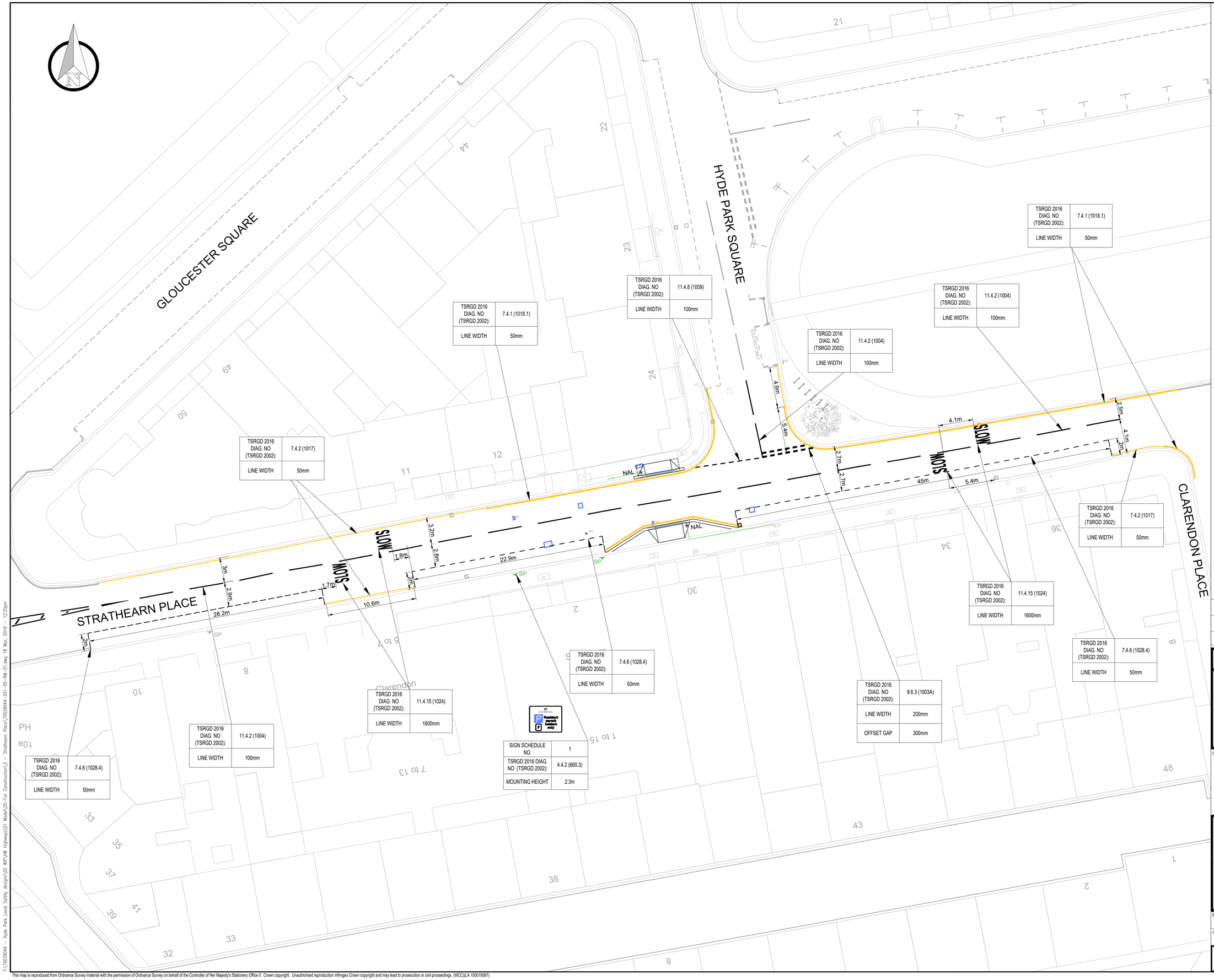
I:\70039044 - Hyde Park Local Safety designs\02 WIP\10 Traffic Orders\01 Model\70039044-201-02-TMO-01.dwg 03 Dec, 2018 - 10:01am



KEY

- PROPOSED 400x400x63mm GREY TACTILE PAVING LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED 300x200mm GRANITE KERB ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED PRIMROSE YELLOW LINE MARKINGS
- PROPOSED WHITE LINE MARKING
- SP RELOCATED SIGN AND POST
- SP PROPOSED SIGN AND POST
- PROPOSED CYCLE FRIENDLY GULLY
- BB PROPOSED BELISHA BEACON
- EXISTING COVER TO BE RETAINED AT EXISTING LEVELS
- EXISTING 300x200mm GRANITE KERB
- EXISTING LINE MARKING
- LC EXISTING LAMP COLUMN

NOTES:

1. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS OTHERWISE SPECIFIED.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SITE CLEARANCE: 70039044-201-05-SC-01, GENERAL ARRANGEMENT: 70039044-201-05-GA-01, PROPOSED SIGN SCHEDULE: 70039044-201-05-SS-01, CONTOUR PLAN: 70039044-201-05-CO-01, CROSS SECTIONS: 70039044-201-05-CS-01, LONG SECTIONS:70039044-201-05-LS-01 & 70039044-201-05-LS-02, SETTING OUT ALIGNMENTS: 70039044-201-05-SO-01, DRAINAGE & DUCTING: 70039044-201-05-DR-01, CONSTRUCTION DETAILS: 70039044-201-05-SD-01 & 70039044-201-05-SD-02, & PROPOSED LIGHTING LAYOUT: 70039044-03-LG-01.

REV	DATE	BY	DESCRIPTION	CHK	APD
B	14.03.2019	AP	REVISED ISSUE – AMENDMENTS TO EXTENT OF PATCHING WORKS AND ROAD MARKINGS		
A	22.02.2019	AP	INITIAL ISSUE	MC	DR

DRAWING STATUS: FOR CONSTRUCTION

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CLIENT: City of Westminster

PROJECT: HYDE PARK ESTATES
LOCAL SAFETY IMPROVEMENTS

TITLE: STRATHEARN PLACE
ROAD MARKINGS AND SIGNS LAYOUT

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	21.02.2019	AP	MC	DR	A1

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70039044	WWESA2082	80065317

DRAWING No. 70039044-201-05-RM-01 REV. B

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