

DELEGATED AUTHORITY CONSULTATION REPORT 7458

**TRAFFIC ORDERS – PADDINGTON SQUARE
(Drawing Nos. 70055150-03-TMO-01 to 6)**

(Hyde Park Ward)

BACKGROUND

On 29th November 2019 the former Head of Highways Inspectorate considered and approved a report under his delegated powers allowing consultation on proposals to facilitate public realm improvement works in connection with the Paddington Square development.

The associated works around the development include the pedestrianisation of London Street, between its junctions with Winsland Street and Praed Street, which will allow the creation of a piazza and new entrances to Paddington Station and Paddington Underground Station. To mitigate this loss of highway, a new, and currently, unnamed road will be constructed at the eastern boundary of the development site, recreating the link between Winsland Street and Praed Street. To facilitate the implementation of these works, there will also be revisions to the current parking provision and waiting and loading restrictions in the immediate vicinity of the development.

Following the publication / posting of press and street notices during December 2019 / January 2020 and consultation with frontagers and other key parties on the proposed measures 10 responses were received, as detailed in Appendix A to this report.

In addition to Appendix A, the full response from the Metropolitan Police is attached as Appendix B and the results of the Road Safety Audit and its supporting drawings are attached as Appendix C, following a request from PRACT. Lastly, WSP, on behalf of the City Council, have prepared a response to various queries raised by the Imperial College Healthcare Trust (ICH) and supporting drawings, and this response is attached as Appendix D.

The extent of the letter consultation included three ward councillors, five local residents' associations, 37 statutory bodies and 196 frontagers.

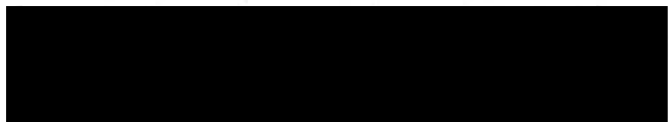
APPENDICES

- Appendix A – Details of responses to consultation
- Appendix B – Full response from the Metropolitan Police
- Appendix C – Road Safety Audit
- Appendix D – Formal response to Imperial Healthcare Trust

RECOMMENDATION

It is recommended that the Traffic Orders are made as proposed to facilitate the implementation of the scheme shown on Drawing Nos. 70055150-03-TMO-01 to 6.
I agree / ~~disagree~~ with the recommendation.

Signed

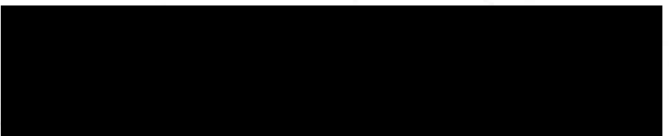


Date

5/3/20

Programme Assurance Manager
City Management and Communities

Signed



Date

5/3/2020

Head of Parking
City Management and Communities

APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1.	<p>██████████ London TravelWatch Europoint Nos. 5 to 11 Lavington Street London SE1 0NZ</p> <p>██████████</p> <p>Email Dated: 5th December 2019</p>	<p>██████████ writes, on behalf of London TravelWatch, with the following comments:</p> <p>London TravelWatch is concerned about the proposed relocation of the bus stop in Praed Street so that it is further away from the main entrance to Paddington Station. This is the main stop for passengers interchanging between trains and buses, and London TravelWatch believe this to be unacceptable.</p> <p>He asks that the bus stop is retained at its existing position.</p>	<p>The relocation of the bus stop from its existing location outside Paddington Station is necessary to accommodate the construction of a new access road linking Praed Street with Winsland Street.</p> <p>The access road is required due to the closure of London Street, between Praed Street and Winsland Street.</p> <p>Under the proposed arrangements, if buses were permitted to stop between the new access road and London Street, with westbound traffic occupying the opposing lane, it would obstruct the flow of traffic and lead to inefficient operation of the signalised junction. It is considered that the proposed location of the bus stop, east of the access road, is the best option for traffic flow and allows for efficient operation of the signalised junction at London Street and Praed Street.</p>
2.	<p>██████████ Street Cleansing and Waste Management Westminster City Council</p> <p>██████████</p> <p>Email Dated: 16th December 2019</p>	<p>██████████ asks that the scheme be phased to allow access for waste collection in Winsland Mews.</p> <p>He also asks if the pedestrianised part of London Street will be cleansed privately. He notes that if that is not the case then a sum of money from the development would need to be commuted for cleansing, as this would increase the area that needs to be tackled by his team.</p> <p>He also asks if the pedestrianised area will</p>	<p>London Street will remain open until the new access road linking Praed Street with Winsland Street has been constructed.</p> <p>The pedestrianised section of London Street will be maintained privately.</p>

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		have protective coating to ensure ease of cleansing.	
3.	<p>██████████ City Promotions, Events and Filming Westminster City Council</p> <p>██</p> <p>Email Dated: 17th December 2019</p>	<p>██████████ writes to confirm that there are no events planned that could clash with the proposed works.</p>	Noted.
4.	<p>██████████ Metropolitan Police</p> <p>██</p> <p>Email Dated: 19th December 2019</p>	<p>██████████ response follows a site visit and review of the area in terms of crime and anti-social behaviour, and recommendations in relation to the relocation of the motorcycle parking in the area. ██████████ full response is attached as Appendix B to this report.</p>	<p>The City Council's response to ██████████ recommendations are as follows:</p> <ol style="list-style-type: none"> 1. Ground anchors are not installed in motorcycle bays as a rule and are not particularly well used by motorists for the reasons PC Harty has set out. They can get filled with dirt, and people leave their chains attached to the anchors which creates a trip hazard. However, considering that the area experiences a high volume of theft, the City Council will consider the installation of ground anchors at the relocated motorcycle bay in London Street at the junction with Winsland Street. 2. Lighting along Winsland Mews will meet current standards and be an improvement to the existing lighting provision, adding to safety and security at night.

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			<p>3. [REDACTED] comments on community safety cameras have been sent to the Public Protection and Licensing team for consideration and direct follow-up. Camera enforcement of the yellow box junction restriction will be considered following a review of the compliance rates post-implementation.</p> <p>4. Regarding signage, the City Council's policy is to reduce street clutter by the removal of unnecessary street furniture and signs. There is no approved sign used to advertise motorcycle ground anchors, and it is unlikely that one would be approved on the grounds of street clutter. It is considered that the presence of anchors in the carriageway should be enough to alert motorists to them. Any camera sites will be signed as appropriate, under the established policy governing their use and implementation.</p>
5.	<p>[REDACTED] Westminster Cycling Campaign [REDACTED] Email Dated: 29th December 2019</p>	<p>[REDACTED] writes, on behalf of the Westminster Cycling Campaign, with the following comments:</p> <p>He states that London Street and the canal side path form the only cycle route between Praed Street and the Little Venice Area, and that the closure of London Street to bicycles will lengthen the journeys of cyclists and require them to negotiate more junctions.</p>	<p>Cyclists will be expected to use the new access road for north/southbound journeys through the area.</p> <p>It is not proposed to ban cyclists from entering the pedestrianised area of London Street between Praed Street and Winsland Street.</p> <p>Instead, cyclists are required to dismount to traverse this space given the anticipated volume of pedestrians. This would be a relatively short</p>

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		<p>urgently need to compensate for this. Unfortunately, she does not believe the proposal of twelve new trees at the opposite end of the site is enough.</p> <p>She observes that South Wharf Road will remain fully functional and already has a junction with Praed Street at its east end. She believes traffic flow will adjust.</p> <p>She asserts her desire for cycle lanes and green spaces around the hospital, not more traffic.</p> <p>██████████ also objects to the relocation of the bus stop on Praed Street and doesn't believe the new location has been thought through.</p> <p>The proposed location of the bus stop will be much further away from Paddington Station and too close to the next stop, St Mary's Hospital.</p> <p>She observes that there is not enough space on the sidewalk for the anticipated pedestrian traffic combined with commuters waiting in the proposed location. In its existing location (which has the same sidewalk width), space constraints are very clear. ██████████ states it has been an issue for pedestrians like herself since the boarding for the Paddington Square development was erected. It is an</p>	<p>would dramatically increase, as all vehicles servicing Winsland Street, Winsland Mews and the new development would have to use that road for access and egress.</p> <p>Cycle parking is being catered for with both long stay spaces within the new building basement and short stay visitor cycle parking spaces at street level. The new development will not result in increased traffic levels over and above what was previously experienced on the northern sections of London Street.</p> <p>The relocation of the bus stop has been discussed at length with TfL London Buses, who have agreed to relocate the bus stop to the eastern side of the new access road. Under the circumstances with the new access road, the proposed location is the most appropriate and provides adequate access to the station as well as improving traffic flow on the eastern arm of the Praed Street and London Street junction. The bus stop has been designed so that it is fully compliant with the Disability Discrimination Act and the proposed parking restrictions opposite the bus stop will ensure that traffic flow is not obstructed.</p> <p>The boundary of the public highway along the northern side of Praed Street has not changed. Previously, the covered walkway adjacent to the post office was on private land and was not a public right of way.</p>

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		<p>inconvenience and the sidewalk was about 2 - 3 metres wider when the old Post Office was there.</p> <p>██████████ states that should the construction of the "New Unnamed Road" go ahead, the bus stop should be moved west (not east as proposed), to be closer to Paddington station. She suspects that the developers do not want the bus stop to be an eyesore for the rich occupants of the new development. She states that the ideal place for the bus stop is by the CrossRail corner / Hilton.</p>	<p>The new position of the bus stop allows for pedestrians to access the public square via two different routes: by traversing along Praed Street and across the access road, or alternatively by using the pedestrian walkway to Winsland Mews and traversing the southern footway of Winsland Mews to the access road and crossing at the proposed dropped kerb.</p> <p>There is no suitable location to the west of the London Street junction on the northern side of Praed Street to install a bus stop of sufficient length to cater for the number of services. It is not possible to install the bus stop outside the Hilton Hotel due to the egress and ingress of vehicles (and obscured sightlines) and the signal junction and traffic movements in and out of the new public scheme ensures the northern side of Praed Street must be free from obstruction.</p>
7.	<p>██████████ Taxi Driver</p> <p>██</p> <p>Email Dated: 7th January 2020</p>	<p>██████████ writes regarding the proposed changes to London Street between South Wharf Road and Praed Street.</p> <p>He is unhappy about the closure of London Street for the proposed piazza. The proposed rerouting via Winsland Street is slightly longer and there is often a queue of vehicles towards the traffic lights at the junction with London Street. This could delay him in dropping off or picking up a customer at St Mary's Hospital.</p> <p>If the piazza must be created, he asks that</p>	<p>The closure of London Street between its junctions with Praed Street and Winsland Street is necessary to provide adequate footway for the anticipated increase in the volume of pedestrians in connection with the Paddington Square development.</p> <p>London Street will remain open until the new access road linking Praed Street with Winsland Street has been constructed.</p> <p>Where possible, the City Council has worked hard to ensure that taxi provision is maximised, such as</p>

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		<p>London Street is not closed until the new road via Winsland Street is opened. Also, a rest rank for licensed taxi drivers in the proposals would be much appreciated.</p>	<p>for the recent proposals in Hanover Square or at Paddington Station. However due to the physical constraints of the road geometry, and competing demands of vulnerable road users, it has not been possible to incorporate a taxi rank into the final design. It is deemed that there are adequate taxi facilities at nearby Paddington Station.</p>
8.	<p>██████████ on behalf of Paddington Residents Active Concern on Transport (PRACT)</p> <p>██████████</p> <p>Email Dated: 7th January 2020</p>	<p>██████████ on behalf of PRACT, to comment on the scheme as follows:</p> <p>PRACT ask if Eastbourne Terrace be fully reopened earlier, with a new bus stop on its north-eastern side?</p> <p>PRACT accept the general outline of the attempt to resolve the increased congestion in Praed Street, due to the transfer of traffic currently using the northern arm of London Street, which is to be closed.</p> <p>However, the required extra capacity in this short section represents an increase of some 50% on the existing capacity. The ability of ambulances on emergency calls is paramount. If an ambulance encounters a full blockage unexpectedly, it would have to divert by way of London Street (South) and Norfolk Place, which would add materially to journey times.</p> <p>PRACT are very concerned about conflict between vehicles and the substantial flow of pedestrians on the northern pavement of Praed</p>	<p>A new bus stop is being constructed on the north-eastern side of Eastbourne Terrace. However, both projects are running at different timescales. The City Council's permit team will assess the impact on the network for both sets of works, and where possible, minimise the disruption by coordination of traffic management.</p> <p>The planning application included a transport assessment, and traffic modelling of the proposed design, which suggested that the junction would operate within capacity. The report can be accessed via the planning portal (https://www.westminster.gov.uk/planning-applications-decisions-archived-records) under planning reference 16/09050/FULL. The design of the access road has been done in close consultation with the hospital. A series of recommendations put forward by the hospital during the consultation phase of the project have been directly incorporated into the design. The measures incorporated into the design include a wider junction headway of the new access road at Praed Street and Winsland Street to ensure vehicles in opposing lanes can pass</p>

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		<p>Street. Commuters making a connection between trains and buses at Paddington will be added to the existing flow of pedestrians along the footway. To reach the relocated bus stop they must cross the new road at its junction with Praed Street. In addition, a large number of outpatient visitors to the hospital use this route, and it is a way to reach the canal side.</p> <p>The junction of Praed Street and the new road is designed as a priority junction. The stop line for traffic coming out of the new road must be able to see the traffic in Praed Street which could conflict with pedestrian movement along the northern pavement. To set back the stop line for traffic coming out of the new road PRACT believe the safest situation for pedestrians is to signalise the junction.</p> <p>PRACT believe that commuters walking from the station towards the relocated bus stop will be particularly vulnerable to vehicles turning left into the new road. They suggest the installation of a 'refuge' traffic island for pedestrians to utilise as they cross the new road. If this addition is not considered appropriate, has a raised table at this point been considered?</p> <p>PRACT recognise that traffic flow into and out of the new road should not be impeded, as might happen if this junction were to be signalled (including a pedestrian phase), rather</p>	<p>without conflict.</p> <p>There are two routes pedestrians can take to reach the new bus stop position from the public square. Pedestrians can either traverse along Praed Street and across the access road, or by crossing the access road at the Winsland Mews junction where a dropped kerb will be provided.</p> <p>Signalising the junction of Praed Street and the new unnamed road is not considered viable due to its proximity to the signalised junction at London Street and Praed Street. A yellow box junction is being installed, and the introduction of double yellow line "at any time" waiting and loading restrictions will ensure that visibility is maximised at that junction. The scheme has also been reviewed through a road safety audit.</p> <p>Due to the width of carriageway required for turning movements in and out of the access road including emergency vehicles servicing the hospital, installing a central refuge island is not possible without conflicting with the turn path of vehicles. The hospital has also stated that they do not want any vertical deflection on the carriageway due to the perceived impact on emergency vehicles.</p> <p>The Road Safety Audit and accompanying drawings are attached as Appendix C to this report.</p>

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		<p>than being kept as a priority junction. However, pedestrian safety is paramount. Has there been a Safety Audit regarding pedestrians, given the present design as a priority junction? If so, PRACT request to see this report.</p> <p>PRACT conclude that the flow of pedestrians seeking to reach the relocated bus stop will be too heavy for a priority junction to be safe, even with changes such as a raised table or a 'refuge' traffic island.</p> <p>PRACT welcome the pavement build-out on the north side of Praed Street, located to the west of its junction with London Street. However, they believe the point where a wider pavement is really needed is at the junction of Praed Street and the new road. PRACT recognise that the build out may help to 'design out' the congestion that is now caused by the informal taxi rank in Praed Street, outside the hotel.</p> <p>It is not clear from the Notice of Proposals what is proposed to replace the existing bus stop clearway. PRACT believe there should never be loading at the same time on both sides of this short section. They suggest the introduction of double yellow line "at any time" waiting restrictions at that location. Furthermore, they believe that loading facilities aren't required by frontagers on the north-west of Praed Street and that "at any time" loading restrictions should be applied along that length.</p>	<p>Double yellow line "at any time" waiting and loading restrictions are proposed along the northern side of Praed Street between the London Street junction and the new access road. This is to ensure sightlines are maintained on the approach to both junctions and the carriageway is free from obstruction, thereby improving junction capacity and traffic flow.</p> <p>As a significant amount of existing loading provision is being removed to improve traffic flow and the operation of the new bus stop, the timing of the remaining sections of kerbside loading will be retained and kept under review.</p> <p>Businesses have been consulted via the formal Traffic Order consultation process and informal letter drop. Two areas for loading have been provided in a small section west of the box junction and existing restrictions are retained east of the bus stop. This may be subject to change depending on the outcomes of the Paddington traffic study.</p> <p>The section of London Street PRACT refers to falls outside the scope of this scheme.</p> <p>The officers working on the wider transport study are aware of the proposals for this scheme and any recommendations for highways measures as a result of the study will be considered.</p> <p>The footway on the northern side of Praed Street</p>

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		<p>PRACT note that on the south-east side of Praed Street the drawing states 'existing restrictions to be maintained'. Loading in certain off-peak times is currently permitted. In view of the much heavier flow of traffic now expected, the suggest loading be permitted between 8 pm and 6 am. They suggest a review as the situation develops.</p> <p>As such, there could be a need for a permanent ban of loading on both sides. However, PRACT recognise that there are businesses in the vicinity with few options for deliveries, and waste and recycling collections are forced to use this time band too. Have business delivery needs been surveyed and are deliveries by night compatible with existing waste and recycling operations?</p> <p>PRACT support the addition of no loading at "any time" in the relocated bus stop clearway and opposite it (outside Nos. 125 to 147), for the reasons stated above, adding that strict and efficient enforcement of all new restrictions on loading result in success of the scheme.</p> <p>PRACT believe an opportunity has been missed to reevaluate the waiting and loading restrictions in the London Street between its junctions with Norfolk Square (northern arm) and Conduit Place. They state that a review of loading and waiting restrictions in the whole of</p>	<p>has been built out to improve pedestrian comfort levels and manage traffic flow including removing the obstruction caused by taxis' indiscriminate kerbside activities.</p> <p>The provision of designated set down/pick up sites could not be accommodated without the loss of other kerbside space. According to parking enforcement protocol, set down and pick up is permitted at most kerbside restrictions, and it is expected that this will occur at appropriate sites off the main east to west corridor.</p> <p>Regarding PRACTs comments on the needs of buses in the area, their comments will be sent to the Paddington Transport Study team for further consideration.</p>

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		<p>the southern arm of London Street would be beneficial.</p> <p>More generally, what is proposed for Praed Street in this Traffic Order must be compatible with what will eventually be proposed for the whole Paddington Area, as part of the ongoing Paddington Area Traffic Study. For the time being they trust that there will be compatibility between this scheme and any changes following the study, which is expected to be outlined to stakeholders soon.</p> <p>Taxis, Uber and other hire cars will continue to want to set down near to the station, and it is much better that they do so in Spring Street or in London Street than in Praed Street. PRACT believe there should be compatible proposals regarding the locations of set-down for the Station and of pick-up by Uber etc. These events will continue to happen but, above all, not in Praed Street. They suggest discussion of a design objective for this matter, within the more immediate timescale of the proposals in this Traffic Order, rather than just awaiting developments.</p> <p>Furthermore, there are other bus movements, possibly affecting Praed Street. London tour buses now mostly use the southern arm of London Street, and they have a stop on its eastern side. That stop could become an alternative for the A6 airport coach, after it is</p>	

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		<p>rerouted by way of Eastbourne Terrace, if TfL prefer to retain the Marble Arch stop now in Bayswater Road, rather than re-routeing the A6 by Praed Street and so relocating the Marble Arch stop to Edgware Road. (A routing of the A6 from Eastbourne Terrace to Bayswater Road via Craven Road and then turning left into Westbourne Terrace seems impractical, for vehicles as large as the A6, and in any event is objectionable due to capacity constraints there.)</p>	
9.	<p>[REDACTED] Daniel Watney LLP 165 Fleet Street London EC4A 2DW [REDACTED] Email Dated: 13th January 2019</p>	<p>[REDACTED] on behalf of London Town Group (LTG) as follows:</p> <p>The Paddington Square Development fundamentally alters the servicing and pick-up / drop off arrangements of the Mercure hotel; from on- street to requiring vehicles to manoeuvre within newly created pedestrianised areas. The Council has already considered the principle as a “retrograde step”, not only for the hotel and restaurants but also for the new public realm. For this reason, the detail of the proposal including the Traffic Orders that is now being consulted on should seek to deliver the least-bad position.</p> <p>LTG do not consider the proposals do this and therefore, object to the proposals and request that the modifications set out below are made:</p> <p>The proposals include a length of double yellow</p>	<p>All areas to the rear of the Mercure Hotel within the new public realm are to be managed and maintained privately and are outside the scope of the Traffic Order consultation.</p> <p>Sellar have undertaken regular liaison with Paul Fitzgerald from the London Town Group, and proposals discussed include the safeguarding of service vehicle access to the Hotel via a dedicated access from Praed Street. The public realm proposals have also been discussed.</p> <p>All deliveries to the rear of the Mercure Hotel will take place from Praed Street down the side of the hotel, over the public realm. Automatic rising bollards, cautioned via a traffic light system and controlled from the security control room, will be installed 16 metres from the edge of Praed Street.</p> <p>All delivery vehicles will be allocated a pre-booked delivery window, if a delivery vehicle misses its</p>

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		<p>line "at any time" waiting and loading restrictions (86 metres) along the north side of Praed Street in front of the Mercure Hotel. This leaves no alternative but to use the new public realm for the entirety of the servicing to the hotel and restaurants which may be in the order of at least eight HGV deliveries per day. Provision should be made for waiting and loading outside of the hours of 7am and 7pm, as is being proposed along the south side of Praed Street, to provide additional loading facilities and to relieve the need to use the public realm so frequently.</p> <p>Furthermore, it is not clear if the proposals make any provision for taxis to pick-up or drop-off visitors to the hotel. LTG needs come to an agreement with taxi companies so that it can direct guests and drivers accordingly.</p> <p>LTG reiterate their position, made consistently in the past, that the detailed design of the new public realm also needs to be improved to allow easier manoeuvring of an HGV and minimise the potential for collision with either pedestrians or street furniture. This would include removing the 'moat' around the Mercure Hotel, relocating the two rows of trees and irrigation channels that are proposed to the west and north of the hotel, together with the cycle stand in front of the hotel's service entrance and providing level access to the service door, so that pedestrian visibility and the HGV / servicing path is clear.</p>	<p>allocated window and the loading bay/drop-off areas are full, then they will not be granted access until such time as there is a free space.</p> <p>It is anticipated taxi drop-off would be via the north edge of Praed Street, at the main entrance to the Mercure hotel, as can currently occur. This section of the carriageway is double yellow lines with double blips. Taxi pick-up / drop-off is permitted on double yellow lines, including places where waiting and loading is not allowed (shown by blip markings on the kerb).</p> <p>It should be noted the Mayor's Transport Strategy is aiming to increase modal share for walking, cycling and public transport towards the target of 80% by 2041. Therefore, more sustainable modes of travel to and from the hotel would be encouraged.</p> <p>Please see attached the swept path assessment showing the servicing vehicle manoeuvres for the Mercure hotel, and the description of the vehicle access arrangements above. There continues to be regular meetings with the Director of Operations of the Mercure Hotel and its advisors, the most recent held on 29th January and 19th February. As part of these meetings Erith give a regular update on construction matters as well as a briefing on the utilities works being undertaken by Blu-3. There is more regular day to day meetings between the hotel manager and the relevant site managers. In addition, the City</p>

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		The timing and programme of the proposed works should be published with the next iteration of the scheme, so that any transitional arrangements can be planned for and so that the works can be included with future development of the Mercure hotel itself.	Council have a regular project newsletter, noise and vibration monitoring, party wall surveyors and the transport steering group.
10.	<p>[REDACTED]</p> <p>Imperial College Healthcare NHS Trust St Mary's Hospital Praed Street London W2 1NY</p> <p>[REDACTED]</p>	<p>[REDACTED] on behalf of the Imperial College Healthcare NHS Trust (ICH), with the following comments:</p> <p>ICH note that a Stage 1 and 2 Road Safety Audit has been prepared. The most significant finding is the concern about the impact on visibility of the parking places proposed on either side of the 'Sellar' service yard access. The audit recommends that the two disabled parking places on either side of the access should be removed and the proposed bay should be located further west. As there has been no response by the designer it is not clear if this recommendation is to be included as part of these proposals.</p> <p>Whilst the ICH welcome the improved visibility the removal of those bays would allow, they are concerned about the loss of disabled parking in the vicinity of the hospital and ask what is proposed to mitigate this loss.</p> <p>ICH remain concerned about the available road width around corners for large vehicles to pass each other and the impact any blockage would</p>	<p>WSP, on behalf of the City Council, have prepared a formal response to the queries put forward by the ICH which is attached as Appendix D to this report.</p> <p>Additionally, in regard to ICH's concern about the possibility of conflict between two 10 metre rigid vehicles crossing each other at the junction of Praed Street and the new unnamed road the City Council responded as follows:</p> <p>This issue was responded to in the 12/06/2019 WSP response to previous ICHT (Aecom) comments (29/05/2019) which noted that the swept path drawing illustrates that larger good vehicles, such as a 10 metre rigid, marginally cross the centreline at some locations. However, it is noted that the likelihood of two large goods vehicles passing at the same time is low.</p>

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		<p>have on the 'blue light' route to the hospital. While swept path plots have been provided for two 10 metre rigid vehicles passing each other on the corners, they are not aware of any plots showing the large articulated vehicles that use South Wharf Road to access the hospital and the 'Tesco' supermarket. Has this been accounted for?</p> <p>ICH are particularly concerned about large vehicles using the proposed junction of Praed Street and the new unnamed road. The vehicle tracking for that junction looks at the conflict of a 10-metre rigid vehicle turning left into the new unnamed road while a 10-metre rigid vehicle is waiting to turn left in to Praed Street. ICH ask if the conflict between a 10-metre rigid vehicle turning right into the unnamed road and a 10-metre vehicle turning left into Praed Street has been considered. They assert it is not clear whether those two vehicles could pass each other, which could lead to a blockage of the hospital's 'blue light' route.</p> <p>ICH are concerned that the proposed bus stop in Praed Street to the east of its junction with the new unnamed road will block the visibility of vehicles trying to exit that unnamed road.</p> <p>ICH ask if vehicle tracking has been carried out to assess the manoeuvring in and out of the pay-by-phone parking bays proposed in the new unnamed road. They are concerned that</p>	

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		<p>any issues with accessing or exiting those bays could impact on the free flow of traffic and the hospital's 'blue light' route.</p> <p>The proposed kerb-line on the east side of the new unnamed road will be very close to the structure of the ICH's 'Outpatient' building. ICH have previously requested details of any physical protection measures proposed to ensure that vehicles, particularly large vehicles, do not strike the building. They assert those details have not been provided.</p> <p>Whilst recognising the commercial and aesthetic benefits of the Paddington Square development, the core focus of ICH remains on patient care, treatment and transportation of patients to the St. Mary's emergency department.</p>	



Paterson Building

SOUTH WHARF ROAD

London Paddington Station

LONDON STREET

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	39.4m

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	36.9m

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	4.2m

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	5.2m

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	9.6m

PRIVATE ROAD. LOSSES ARE NOT INCLUDED IN THE TABLE

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	11.9m

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	3.7m

RESTRICTION	NO WAITING (MON-SAT, 8.30am - 6.30pm)
LENGTH	45.7m

RESTRICTION	NO WAITING (AT ANY TIME)
LENGTH	76.5m

Paddington Square Construction Site

LONDON STREET

WINSLAND STREET

WINSLAND STREET

KEY

- PBP** PAY BY PHONE BAYS
- AB** AMBULANCE PARKING BAY
- CH** CYCLE HIRE BAY
- M** SOLO MOTORCYCLE BAY
- E** EMERGENCY VEHICLES ONLY PARKING BAY
- D** DISABLED PARKING BAYS
- B** BUS CAGE
- SINGLE YELLOW LINE WAITING RESTRICTIONS (MON-SAT, 8.30am - 6.30pm)
- == DOUBLE YELLOW LINE WAITING RESTRICTIONS (AT ANY TIME)
- | SINGLE KERB MARKINGS 'NO LOADING' (7am - 7pm)
- || DOUBLE KERB MARKINGS 'NO LOADING' (AT ANY TIME)
- ▭ PRIVATE ROAD BOUNDARY
- EXISTING LINE MARKING

	Existing	Proposed	Difference
NO WAITING 'AT ANY TIME'	299.6m	22.8m	-276.8m
NO WAITING OR LOADING 'AT ANY TIME'	224.2m	522.2m	298m
NO WAITING 'AT ANY TIME' & NO LOADING (7am - 7pm)	40.9m	20.8m	-20.1m
NO WAITING (MON-SAT, 8.30am - 6.30pm)	180.2m	5.1m	-175.1m
PAY BY PHONE BAYS	18 bays	16 bays	-2 bays
CYCLE HIRE BAY	15 stands	15 stands	0
MOTORCYCLE BAY	49.8m	43.9m	-5.9m
AMBULANCE BAY	12.1m	12.2m	0.1m
LOADING BAY 'AT ANY TIME' (MAX STAY 20min, NO RETURN WITHIN 1h)	0m	9.1m	9.1m
DISABLED BAY	7 bays	7 bays	0
BUS CAGE	41.5m	50m	8.5m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	28.11.2019	LB	INITIAL ISSUE		PF

DRAWING STATUS: **CONSULTATION**

25 Mandela Way, London, SE1 5SZ
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CLIENT:

PROJECT: **PADDINGTON SQUARE**

TITLE: **EXISTING TMO SHEET 1 OF 3**

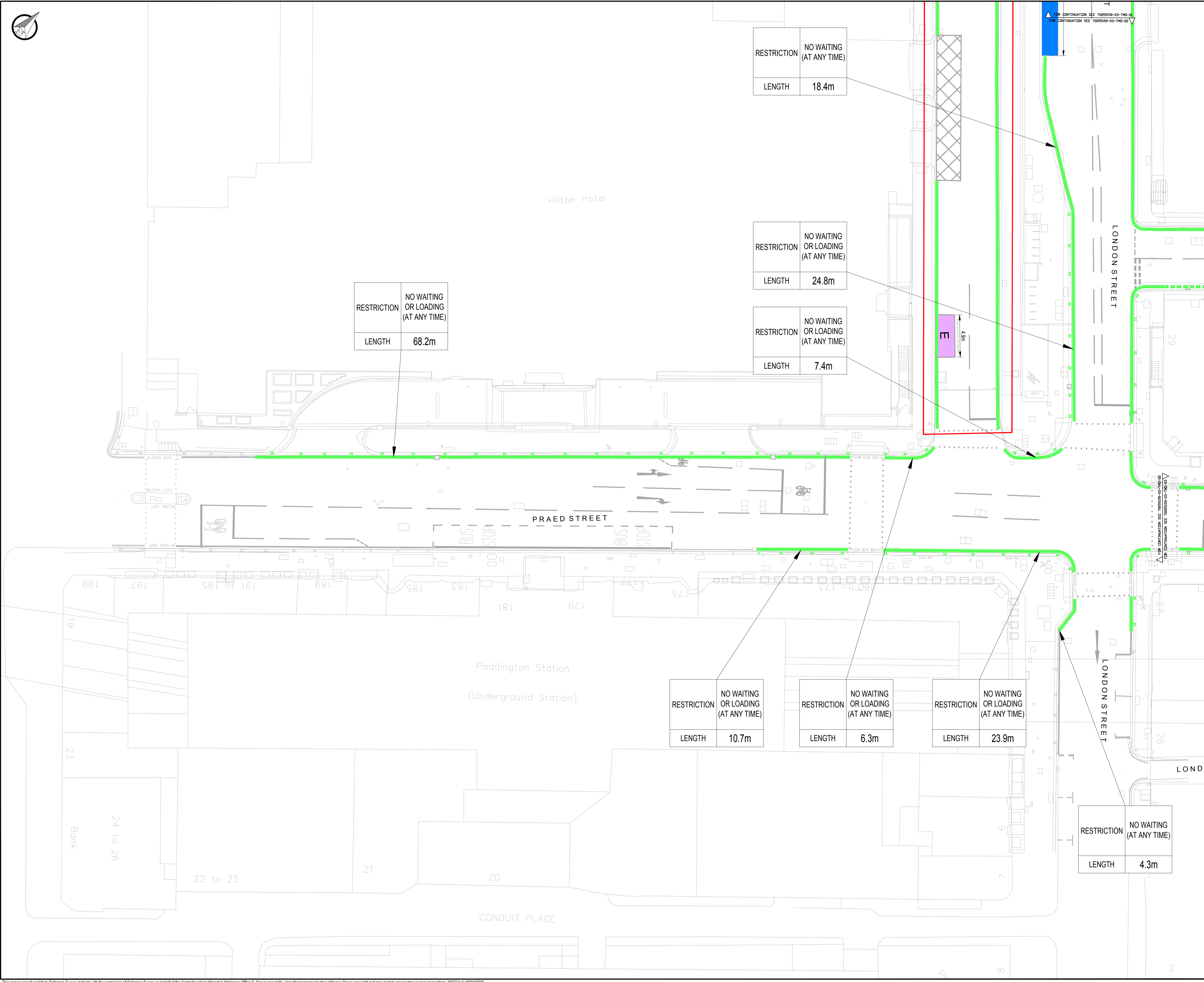
SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	28.11.2019	LB	PF	CM	A1

WSP PROJECT NO. 70055150	FMC PROJECT NO. WWESA2353	WCC PROJECT NO. C.WD12536
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DRAWING NO. 70055150-03-TMO-01	REV. A
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KEY

- PBP PAY BY PHONE BAYS
- AB AMBULANCE PARKING BAY
- CH CYCLE HIRE BAY
- M SOLO MOTORCYCLE BAY
- E EMERGENCY VEHICLES ONLY PARKING BAY
- D DISABLED PARKING BAYS
- B BUS CAGE
- SINGLE YELLOW LINE WAITING RESTRICTIONS (MON-SAT, 8.30am - 6.30pm)
- DOUBLE YELLOW LINE WAITING RESTRICTIONS (AT ANY TIME)
- SINGLE KERB MARKINGS 'NO LOADING' (7am - 7pm)
- DOUBLE KERB MARKINGS 'NO LOADING' (AT ANY TIME)
- PRIVATE ROAD BOUNDARY
- EXISTING LINE MARKING

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	68.2m

RESTRICTION	NO WAITING (AT ANY TIME)
LENGTH	18.4m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	24.8m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	7.4m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	10.7m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	6.3m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	23.9m

RESTRICTION	NO WAITING (AT ANY TIME)
LENGTH	4.3m

	Existing	Proposed	Difference
NO WAITING 'AT ANY TIME'	299.6m	22.8m	-276.8m
NO WAITING OR LOADING 'AT ANY TIME'	224.2m	522.2m	298m
NO WAITING 'AT ANY TIME' & NO LOADING (7am - 7pm)	40.9m	20.8m	-20.1m
NO WAITING (MON-SAT, 8.30am - 6.30pm)	180.2m	5.1m	-175.1m
PAY BY PHONE BAYS	18 bays	16 bays	-2 bays
CYCLE HIRE BAY	15 stands	15 stands	0
MOTORCYCLE BAY	49.8m	43.9m	-5.9m
AMBULANCE BAY	12.1m	12.2m	0.1m
LOADING BAY 'AT ANY TIME' (MAX STAY 20min, NO RETURN WITHIN 1h)	0m	9.1m	9.1m
DISABLED BAY	7 bays	7 bays	0
BUS CAGE	41.5m	50m	8.5m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	28.11.2019	LB	INITIAL ISSUE		PF

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City of Westminster

PROJECT

PADDINGTON SQUARE

TITLE

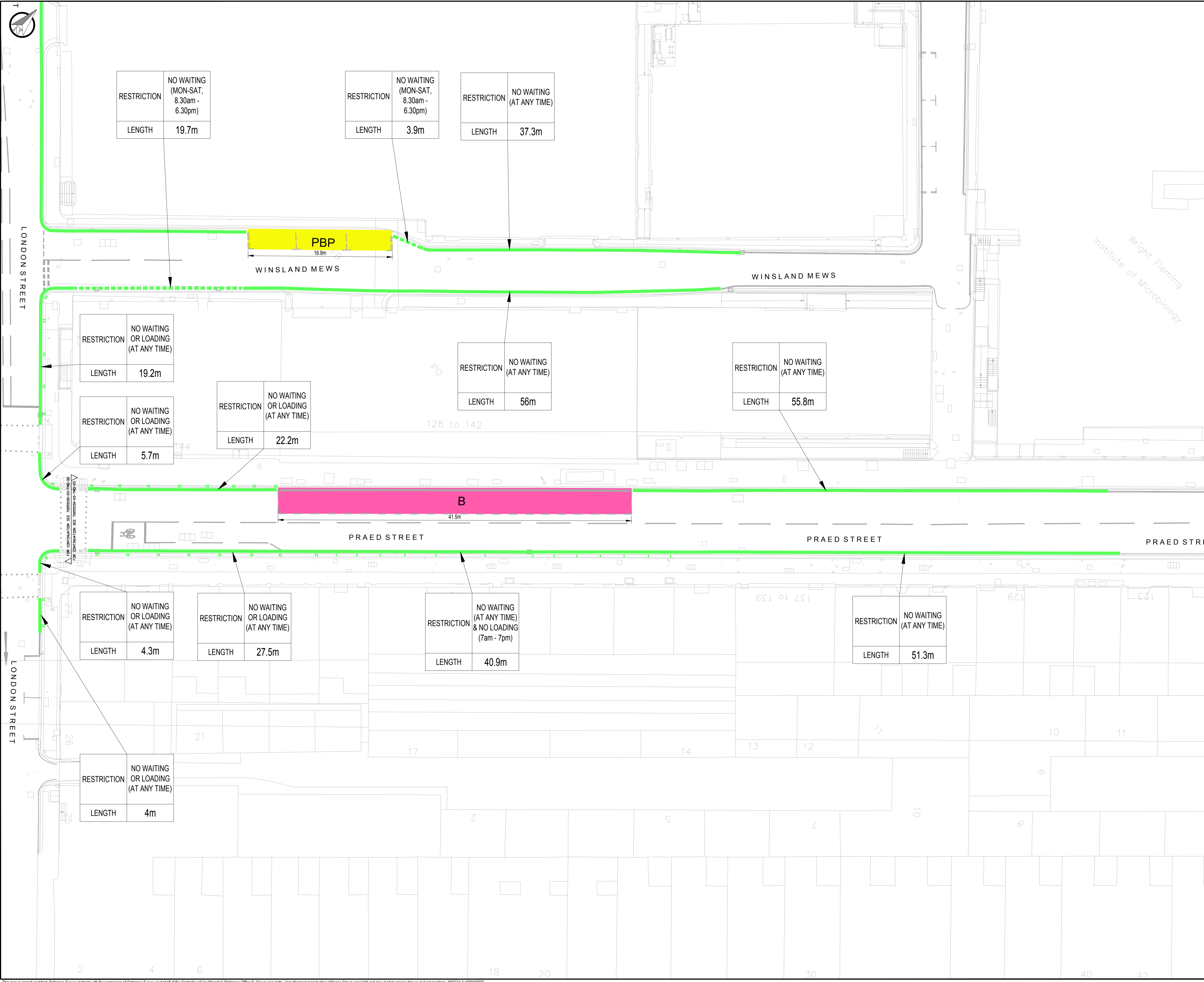
**EXISTING TMO
SHEET 2 OF 3**

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	28.11.2019	LB	PF	CM	A1

WSP PROJECT NO.	FMC PROJECT NO.	WCC PROJECT NO.
70055150	WWESA2353	C.WD12536

DRAWING NO.	REV.
70055150-03-TMO-02	A

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KEY

- PBP PAY BY PHONE BAYS
- AB AMBULANCE PARKING BAY
- CH CYCLE HIRE BAY
- M SOLO MOTORCYCLE BAY
- E EMERGENCY VEHICLES ONLY PARKING BAY
- D DISABLED PARKING BAYS
- B BUS CAGE
- SINGLE YELLOW LINE WAITING RESTRICTIONS (MON-SAT, 8.30am - 6.30pm)
- DOUBLE YELLOW LINE WAITING RESTRICTIONS (AT ANY TIME)
- SINGLE KERB MARKINGS 'NO LOADING' (7am - 7pm)
- DOUBLE KERB MARKINGS 'NO LOADING' (AT ANY TIME)
- PRIVATE ROAD BOUNDARY
- EXISTING LINE MARKING

	Existing	Proposed	Difference
NO WAITING 'AT ANY TIME'	299.6m	22.8m	-276.8m
NO WAITING OR LOADING 'AT ANY TIME'	224.2m	522.2m	298m
NO WAITING 'AT ANY TIME' & NO LOADING (7am - 7pm)	40.9m	20.8m	-20.1m
NO WAITING (MON-SAT, 8.30am - 6.30pm)	180.2m	5.1m	-175.1m
PAY BY PHONE BAYS	18 bays	16 bays	-2 bays
CYCLE HIRE BAY	15 stands	15 stands	0
MOTORCYCLE BAY	49.8m	43.9m	-5.9m
AMBULANCE BAY	12.1m	12.2m	0.1m
LOADING BAY 'AT ANY TIME' (MAX STAY 20min, NO RETURN WITHIN 3h)	0m	9.1m	9.1m
DISABLED BAY	7 bays	7 bays	0
BUS CAGE	41.5m	50m	8.5m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	28.11.2019	LB	INITIAL ISSUE	PF	

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PADDINGTON SQUARE

TITLE

**EXISTING TMO
SHEET 3 OF 3**

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	28.11.2019	LB	PF	CM	A1
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DRAWING NO.					REV
70055150-03-TMO-03					A

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KEY

PBP	PAY BY PHONE BAYS
D	DISABLED PARKING BAYS
AB	AMBULANCE PARKING BAY
B	BUS CAGE
M	SOLO MOTORCYCLE BAY
LB	LOADING BAY
	PROPOSED CYCLE HIRE DOCK
	SINGLE YELLOW LINE WAITING RESTRICTIONS (MON-SAT, 8.30am - 6.30pm)
	DOUBLE YELLOW LINE WAITING RESTRICTIONS (AT ANY TIME)
	PROPOSED WHITE LINE MARKING
	PROPOSED PRIMROSE YELLOW LINE MARKING
	SINGLE KERB MARKINGS "NO LOADING" (7am - 7pm)
	DOUBLE KERB MARKINGS "NO LOADING" (AT ANY TIME)
	EXISTING LINE MARKING

NOTES:
 1. WINSLAND MEWS AND SECTION OF WINSLAND STREET TO BECOME ONE WAY ROAD.

	Existing	Proposed	Difference
NO WAITING 'AT ANY TIME'	299.6m	22.8m	-276.8m
NO WAITING OR LOADING 'AT ANY TIME'	224.2m	522.2m	298m
NO WAITING 'AT ANY TIME' & NO LOADING (7am - 7pm)	40.9m	20.8m	-20.1m
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DISABLED BAY	7 bays	7 bays	0
BUS CAGE	41.5m	50m	8.5m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	28.11.2019	LB	INITIAL ISSUE		PF

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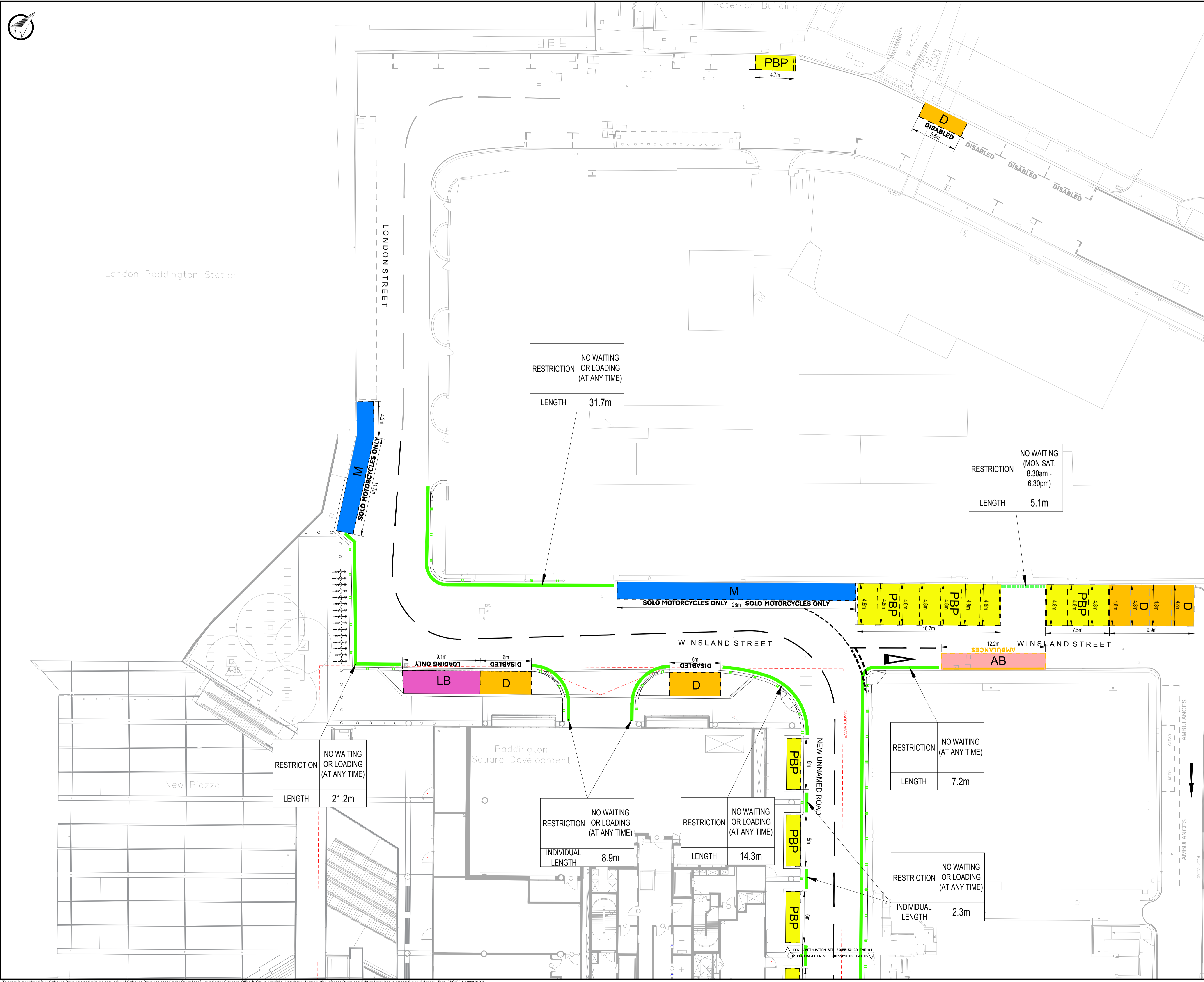
Project

PADDINGTON SQUARE

Title

PROPOSED TMO
 SHEET 1 OF 3

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
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DRAWING NO.	REV				
70055150-03-TMO-04	A				



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KEY

PBP	PAY BY PHONE BAYS
D	DISABLED PARKING BAYS
AB	AMBULANCE PARKING BAY
B	BUS CAGE
M	SOLO MOTORCYCLE BAY
LB	LOADING BAY
	PROPOSED CYCLE HIRE DOCK
	SINGLE YELLOW LINE WAITING RESTRICTIONS (MON-SAT, 8.30am - 6.30pm)
	DOUBLE YELLOW LINE WAITING RESTRICTIONS (AT ANY TIME)
	PROPOSED WHITE LINE MARKING
	PROPOSED PRIMROSE YELLOW LINE MARKING
	SINGLE KERB MARKINGS "NO LOADING" (7am - 7pm)
	DOUBLE KERB MARKINGS "NO LOADING" (AT ANY TIME)
	EXISTING LINE MARKING

NOTES:
1. WINSLAND MEWS AND SECTION OF WINSLAND STREET TO BECOME ONE WAY ROAD.

	Existing	Proposed	Difference
NO WAITING 'AT ANY TIME'	299.6m	22.8m	-276.8m
NO WAITING OR LOADING 'AT ANY TIME'	224.2m	522.2m	298m
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LOADING BAY 'AT ANY TIME' (MAX STAY 20min, NO RETURN WITHIN 1h)	0m	9.1m	9.1m
DISABLED BAY	7 bays	7 bays	0
BUS CAGE	41.5m	50m	8.5m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	28.11.2019	LB	INITIAL ISSUE		PF

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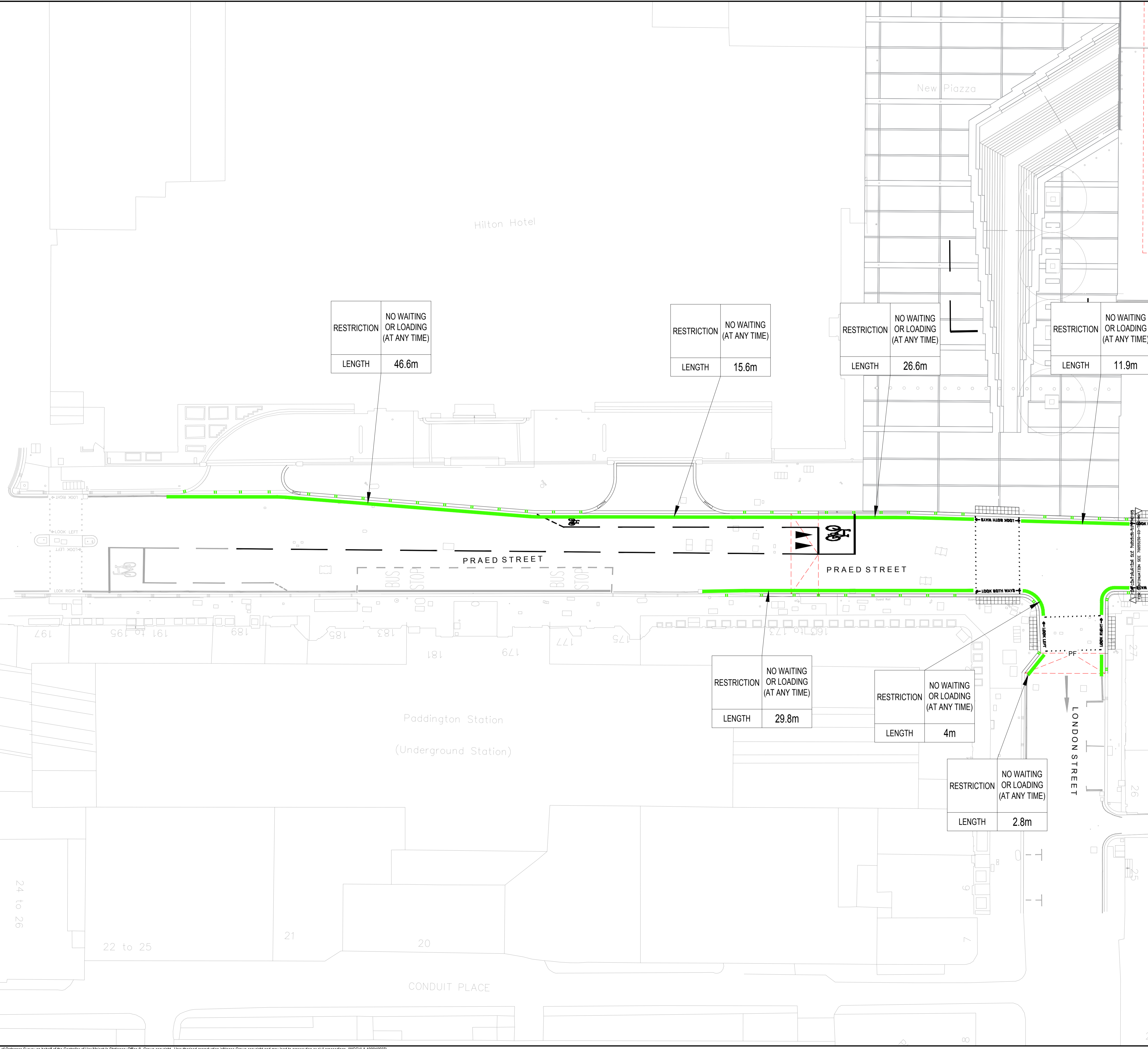
PADDINGTON SQUARE

PROPOSED TMO
SHEET 2 OF 3

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
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WSP PROJECT NO.	FMC PROJECT NO.	WCC PROJECT NO.
70055150	WWESA2353	C.WD12536

DRAWING NO.	REV
70055150-03-TMO-05	A



RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	46.6m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	15.6m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	26.6m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	11.9m

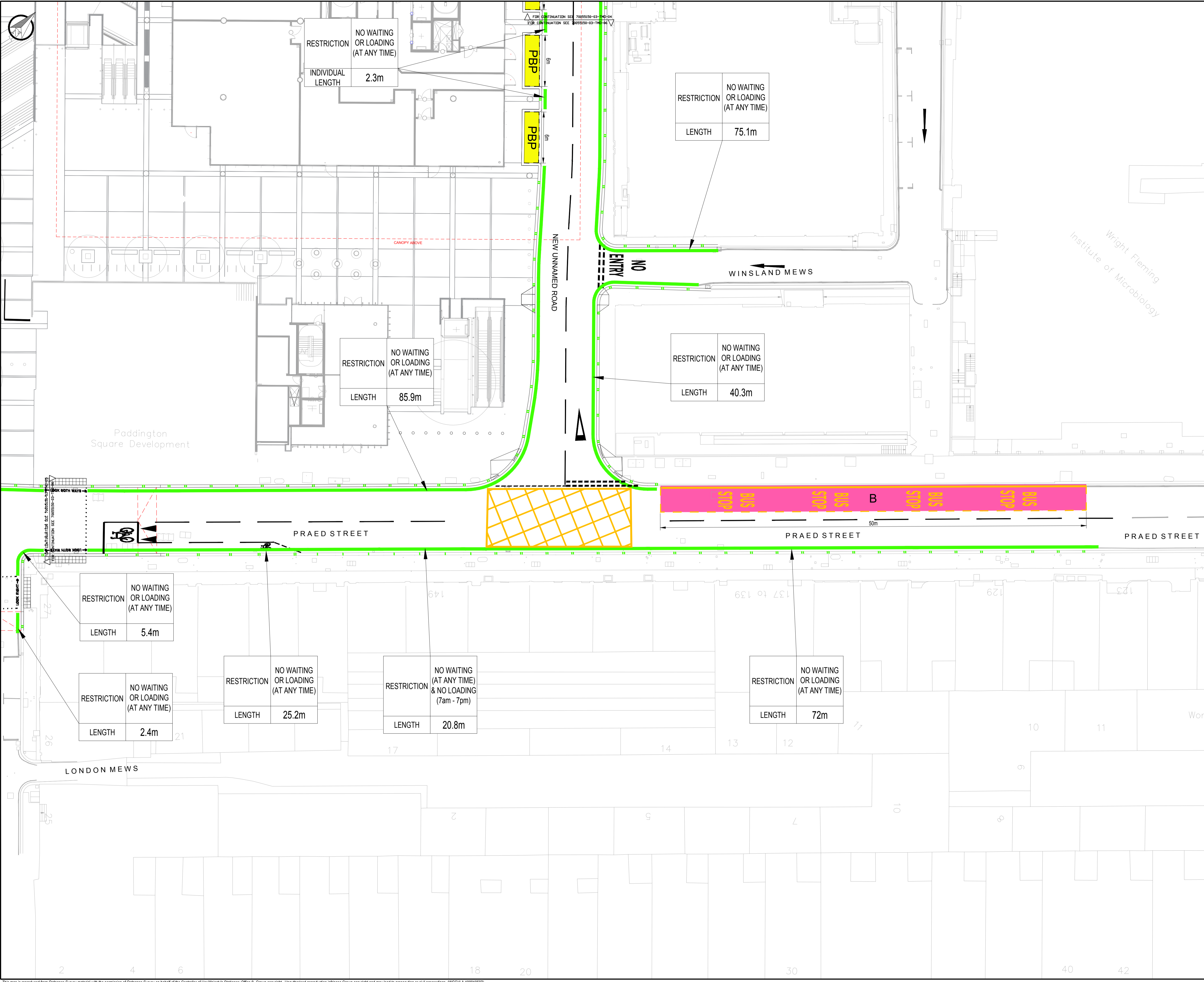
RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	29.8m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	4m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	2.8m

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- KEY**
- PBP PAY BY PHONE BAYS
 - D DISABLED PARKING BAYS
 - AB AMBULANCE PARKING BAY
 - B BUS CAGE
 - M SOLO MOTORCYCLE BAY
 - LB LOADING BAY
 - PROPOSED CYCLE HIRE DOCK
 - SINGLE YELLOW LINE WAITING RESTRICTIONS (MON-SAT, 8.30am - 6.30pm)
 - DOUBLE YELLOW LINE WAITING RESTRICTIONS (AT ANY TIME)
 - PROPOSED WHITE LINE MARKING
 - PROPOSED PRIMROSE YELLOW LINE MARKING
 - SINGLE KERB MARKINGS "NO LOADING" (7am - 7pm)
 - DOUBLE KERB MARKINGS "NO LOADING" (AT ANY TIME)
 - EXISTING LINE MARKING

NOTES:
 1. WINSLAND MEWS AND SECTION OF WINSLAND STREET TO BECOME ONE WAY ROAD.

	Existing	Proposed	Difference
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DISABLED BAY	7 bays	7 bays	0
BUS CAGE	41.5m	50m	8.5m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	28.11.2019	LB	INITIAL ISSUE		PF

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City of Westminster

PROJECT

PADDINGTON SQUARE

PROPOSED TMO
SHEET 3 OF 3

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	28.11.2019	LB	PF	CM	A1
WSP PROJECT NO.	FMC PROJECT NO.	WOC PROJECT NO.			
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DRAWING NO.					REV
70055150-03-TMO-06					A

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