

March 2025 newsletter from StQW Forum and St Helens RA

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Date: Friday 28 March 2025 at 12:32 GMT

St Helens Residents Association

St Quintin and Woodlands Neighbourhood Forum



NCIL funding round in 2025 – ideas for bids for this neighbourhood

Each year the Council invites bids from local organisations for funding from 'NCIL' receipts. The Neighbourhood Community Infrastructure Levy is a 15% slice of the substantial sums that a planning authority receives from charging developers a levy on newly developed floorspace. Details of these arrangements are [here on the RBKC website](#). RBKC's 2025 bidding round has just opened with a deadline for applications of **May 6th**. The sums involved this time are **£51,076 for Dalgarno ward** and **£70,221 for St Helens**.

The information on the RBKC website includes a selection of the kind of projects which have been supported across the Borough in the years since this funding became available. Most projects need to involve 'one off' funding rather than continuing revenue commitments. Examples and their approximate costings are below:

Cycle hangars - £5,100 (per hangar)

Street tree planting - £4,000 (per tree)

Speed indicator devices - £7,000 (per device)

Air quality monitoring sensor - £6,000 (per sensor, for one year)

York Stone (Council public highway) - £2,775 (per 10sqm)

Electric Vehicle charging points (lamp columns) - £5,000 (per charging point)

Electric Waste Vehicle - £95,000 - vehicle and operation (for one year)

Benches on the public highway - £2,900 (per bench)

Benches in parks - £1,215 (per bench)

Graffiti removal (equipment and officer) - £120,305 (for a year)

We bid successfully for an air quality sensor in an earlier round as a one off cost, but RBKC had no straightforward technical solution at that time. The funding remains ringfenced and we will re-activate this project. The Speed Indicator sign in St Quintin Avenue and CCTV cameras in North Pole Road have been installed following StQW NCIL bids in earlier years.

A potential new project for St Helens ward would be additional CCTV cameras to cover the southern end of Latimer Road. When the underpass between this location and the Imperial campus is finally constructed and opened (see the item below) the entrance/exit on Latimer Road will be covered by the College's CCTV system. But the wider area, as far as the boundary of the Westway sports centre and the western length of Oxford Gardens, would also benefit from CCTV coverage.

This location is seen as unsafe at night and winter evenings. There is a history of fly-tipping of building waste and abandoned vehicles (including a caravan). We will talk to the Council and to Westway Trust about a joint effort to improve the 'public realm' at this location. **Please send in any views on this suggestion, or add further ideas for**

possible NCIL bids to sthelensassn@aol.com.

Enforcement action on dumped e-bikes

Transport for London (TfL) announced last November that it would be taking enforcement action on poorly parked e-bikes. The Council subsequently undertook a trial of removing bikes dumped on pavements and elsewhere, and charging the rental companies for storage and retrieval.

The memorandum of understanding between RBKC and e-bike operators gives 2 hours for these companies to remove bikes which have been parked outside the 254 parking bays now set aside for returned bikes. The last rider receives a fine from the operator for bikes parked elsewhere, but these receipts do not come to the local authority or to TfL.



A Kensington example of dumped bikes

Many residents associations across the Borough have been reporting dumped bikes as a major hazard on pavements. Operators Lime and Forest claim that numbers of dumped bikes are diminishing as they improve their own systems. Any comments on whether the parking bays are solving the problem in our neighbourhood would be welcome.

Update on developments in Latimer Road – underpass, Unit 9 and the pub

We have submitted [detailed comments](#) to RBKC on Imperial's planning application for the underpass. These focus on how best to address risks to pedestrians from cyclists and e-bikes entering and exiting at the Latimer Road end of the tunnel, at high speeds. Imperial are confident that they can deal with such problems at their end on their 'northern campus', where they have security staff to ensure what the College describe as 'considerate cycling'.

We believe that once the underpass is open it will become heavily used as a cross-borough route for commuter cyclists and also for delivery e-bikes and e-scooters.. The College say that 'vehicles' will not be allowed to enter the tunnel. In theory this will exclude modified private e-bikes and e-scooters (the ride-on variety). Rented e-bikes (Lime, Forest) will be permitted to pass through.

Who will be there on Latimer Road to enforce these rules? Potential problems of pedestrian/cycle conflict were discussed at our open meeting last December at St Helens Church hall. The meeting agreed that staggered steel barriers should be installed at the Latimer Road end of the tunnel and that the proposed steel bollards at 1.5m spacing will not be enough to slow down speeding and 'inconsiderate' riders.



Imperial CGI of the Latimer Road end of the underpass

[Our response to the planning application](#) therefore asks that two conditions be added to any consent to any planning consent granted by the Planning Committee. One would be to require staggered steel barriers at the Latimer Road end, and the second to ensure that a road safety audit is undertaken 3 months after the opening of the underpass.

Most of the responses submitted to RBKC are in support of, rather than objecting to, the underpass proposals. The London Borough of Hammersmith & Fulham (LBHF) are considering a planning application on their side of the rail line. We are told that responses have been few (LBHF does not publish representations on planning applications). A committee decision is not expected before June.

Even then there remains a 'tripartite' agreement which needs to be signed off between Network Rail, Imperial and LBHF along with a second agreement on land rights between Imperial, TfL, and Westway Trust in respect of the site at 301 Latimer Road (the one to the left of the black Gumball building). **So no firm start date is available for the start of construction on this long-awaited project.**

Proposed redevelopment at Unit 9 Latimer Road

This planning application has been with the Council since last August, with an initial delay of several months while the Planning Department sought more information from applicants Rathplace. The StQW Forum [submitted an objection last December](#), on grounds of the height and architectural design of the proposed building. There are many other objections on the RBKC website, along with some expressions of support. We are told that the application may be decided at the May 1st RBKC Planning Committee, at the earliest.

Consented redevelopment at Unit 10

This scheme, as featured several times in this newsletter along with Unit 9, was granted planning consent by RBKC in December 2023. The building has since been vacated but there are no signs of construction work starting on site. We

have asked for an update from the owner/developer.

274 Latimer Road (due to reopen as The Volunteer Pub)

Works continue inside this building (the former Ariadne Nektar pub). Planning applications have been submitted for some of the works involved. An application for a cooling plant and extract from a basement kitchen was withdrawn. A current application to replace a pavement grille above the original pub cellar awaits decision.

We have suggested to the building owners Wentworth Anderson that public response to a sequence of applications might be more positive if there was one comprehensive application that explained their plans and proposals for all parts of the building, including the basement and upper floors. A majority in the neighbourhood want to see the pub reopen. Wentworth Andersen assure us that this remains their plan but cannot give us a forecast date.

Coffee morning held by our local MP

MP for Kensington and Baywater Joe Powell has been holding a series of coffee mornings across his constituency. A well attended public meeting for St Helens ward took place on March 21st at Westway Sports Centre and discussed a range of local concerns. These included speeding on various roads in the neighbourhood (including St Helens Gardens), TfL action on dumped e-bikes (as above), continued lobbying of the [NHS North West London Integrated Care Board](#) for full re-opening of the Pembridge Hospice at St Charles Hospital, and the MP's high caseload on problems experienced by tenants in social housing.

In response to the latter, Joe Powell is launching a Safe and Healthy Homes initiative, to address the problems of those living in housing conditions that are unsafe, including issues with damp and mould, and overcrowding. A public meeting involving local Registered Social Landlords will be held at **Kensington Aldridge Academy (KAA), 1 Silchester Rd on Thursday 10th April 2025 at 6pm**. Contact Joe.Powell.MP@Parliament.uk if you are interested in attending.

The Met Police's [Safer Neighbourhood Team for St Helens ward](#) introduced themselves at this session. Sergeant Nathan Clarke is now the main contact for St Helens ward (email nathan.clarke@met.police.uk). and Sergeant Aaron Eaglestone has this role for Dalgarno ward (aaron.eaglestone2@met.police.uk). The police desk at Royalty Studios in Lancaster Road has been closed since the building suffered a flood but is due to reopen in the summer. While there will be some budget cuts affecting the Met, these will not include the Safer Neighbourhood Teams.

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