

St Helens Residents Association and St Quintin & Woodlands Neighbourhood Forum

Thursday March 12th 2020

St Helens Church Hall

Agenda for this evening

1. Proposals for redevelopment of Unit 12 Latimer
2. Proposals from RBKC for redevelopment of the site at 54 St Helens Gardens for 9 new homes
3. Latimer Road/Wood Lane underpass - quick update on latest meeting
4. Speeding and cycling in our neighbourhood
 - 4.1 impact of 20mph pilot
 - 4.2 proposals for speed indicator signs in Barlby Road
 - 4.3 cycle lanes – latest on TfL and RBKC proposals
5. RBKC and StQW ideas for St Helens Gardens
6. Memorial Park refurbishment/replacement of parks buildings
7. Neighbourhood element of the Community Infrastructure Levy
8. Any other business/street trees in our neighbourhood/doorstep selling

Latimer Road/Wood Lane underpass



Imperial College now holding regular project meetings

Contractor has been selected (SISK)

Long term 'asset protection issue nearly resolved

2020 Q3 all may be ready for College to give final go ahead

Speeding and cycling in our neighbourhood

20mph pilot in St Helens and Dalgarno wards has been running since last autumn. Data on speeds being collected by RBKC.

Average speeds reducing, but problems remain of excessive speeds by minority of dangerous drivers – including vans and construction HGVs.

TfL has introduced 20mph limit on all roads in Congestion Charge zone

Following a meeting with Barlby Road residents, RBKC has agreed to install two speed indicator signs in that street.

Proposals for St Helens Gardens should help on St Quintin Avenue.

Should we consider further options such as 'low traffic neighbourhoods' and 'school streets'?

Cycle route consultations

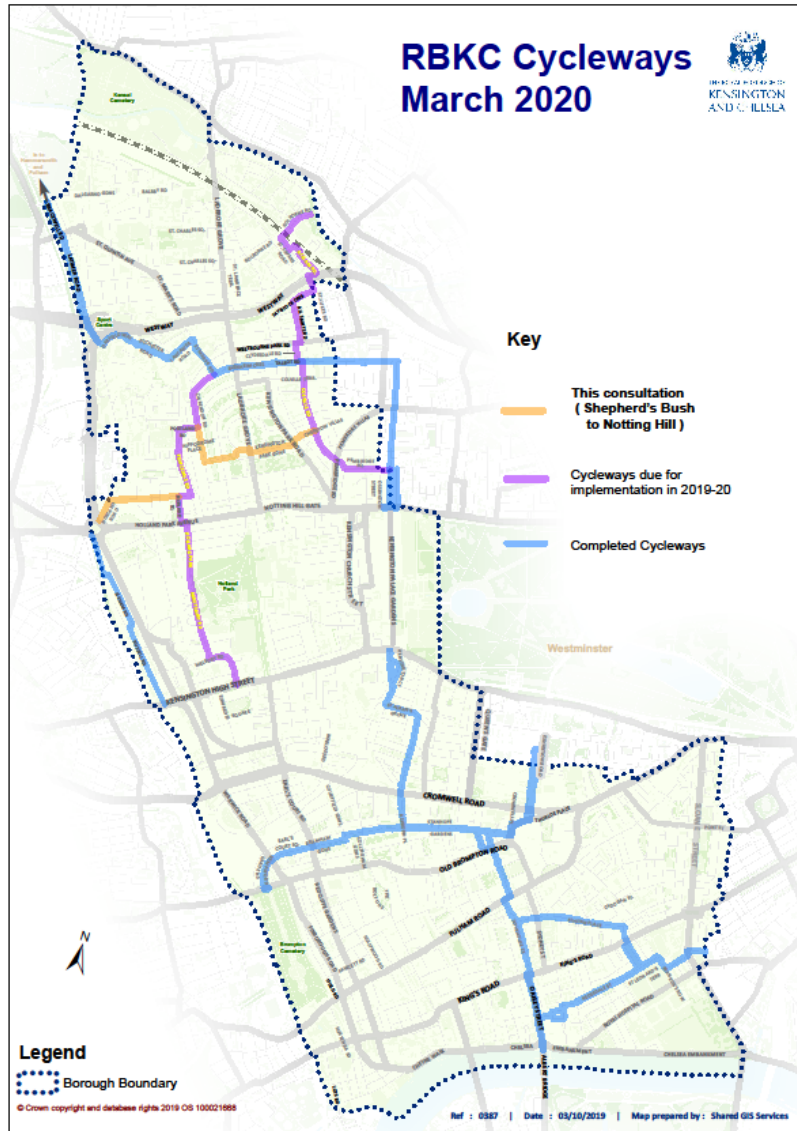
TfL proposals for a dedicated cycleway along Holland Park Avenue and Notting Hill Gate have been strongly opposed by local resident groups. The proposed Wood Lane section is supported by LBHF.

RBKC position to date has been to oppose the TfL scheme. Further consultations and negotiations are taking place.

RBKC is consulting on a new cycleway from Holland Park roundabout to Chepstow Villas, as a separate option from the TfL proposals.

Betterstreets4KC supports the TfL proposals for NHG and Holland Park Avenue, along with other measures including 20mph limits.

The newly proposed RBKC cycleway



The yellow route shown on this map would be added to the blue 'completed' cycleways and the proposed routes shown in purple.

More detailed maps on rbkc website under 'Transport' and 'cycling'. Consultation ends 22nd March.

What are the updates?

- 1.The trees in Notting Hill Gate are saved.** Through changes to design all but 3 of the trees can be retained and the 3 affected trees are smaller ones towards the Bayswater end. There is also a commitment to provide additional greening and this could take many forms eg green walls, mini parklets.
- 2. Two mature trees on HPA saved.** This will be achieved by changing road layout that will eliminate right turn on to Ladbroke Grove.
- 3. Car parking and loading retained outside shopping parade.** There was an additional pedestrian crossing planned outside Lidgates, TfL was looking to provide better provision for crossings at busy sections however in response to feedback from businesses the car parking can be retained.
- 4. Bus stop near Norland Sq can be retained.** This is achieved through design changes that will mean the bus stopping in the road lane. As this is a low volume use bus stop that is located near a signalled junction modelling suggests this would minimally impact traffic flow..
- 5.The left turn out of Royal Crescent can be retained.** While not many vehicles turn left, in response to RA feedback it can be retained however this does mean amending the proposed pedestrian crossing improvements put forward by TfL that would have rightly helped prioritise local people & visitors who walk over road traffic
- 6.Pollution levels.** The TfL scheme is modelled on a worst case scenario and has not factored in changes to how people will make their journeys and introduction of ULEZ. Where cycle lanes have been introduced there is data to show air quality has improved.

Why do we need this scheme?

1. Local authorities have a duty to keep people safe. To ignore these roads' appalling safety record would be immoral. As well as RBKC residents, thousands of Londoners use these roads daily as their most direct route to work.

2. It will allow all ages and abilities to travel actively. Fifteen new pedestrian crossings, safer side roads and protected bike lanes will mean that elderly people will more easily reach bus stops and shops and children will be able to pedal safely to school. More physical activity will mean healthier residents.

3. Our roads are dominated by motor traffic. We need to move away from 'car as king'. Any main direct road should cater for people walking, cycling and spending time, not just for motor traffic. This is the definition of a 'healthy street'.

4. It will improve air quality. [Transport for London's modelling](#) shows the scheme will have very little negative impact on congestion – and that's the 'worst case scenario', if no journeys shift from cars to active travel. Other cycle infrastructure in London, such as CS3 on Upper Thames Street, has delivered an improvement in air quality.

5. The council has declared a climate emergency. We can't begin to decarbonise our roads without providing safe, direct walking and cycling routes as an alternative to motorised transport. Electric vehicles on their own are not the answer.

What are the objections?

These are the objections raised by various residents associations.

1. Bikes should use a 'parallel' route on quiet streets. Except there isn't one. The council's proposed quietway north of Holland Park Avenue is so wiggly and indirect, it won't encourage anyone to take up cycling – and certainly won't tempt current cyclists off their direct east-west route. It also includes a gradient actually steeper than HPA!

2. It will cause more congestion and pollution. [Transport for London's modelling](#) shows very little difference to journey times except a slight rise in the westbound morning peak – and in fact most walking, cycling and bus journeys should be faster. Bike lanes are much more efficient than motor traffic lanes at moving lots of people, and don't pollute, so they will ease congestion and pollution in the long run even as London's population grows.

3. There will be more rat running on side streets. There doesn't have to be. Side streets could be closed to through traffic to prevent this, or even area-wide low traffic neighbourhoods created, with huge benefits for residents.

4. Fast cyclists will endanger pedestrians. Cycle lanes elsewhere in London, including those going past 'bus stop islands', are not seeing more pedestrians injured by cyclists. Safe bike lanes also encourage a more diverse mix of people on bikes – women, children and elderly – diluting the faster riders.

5. Residents 'don't want' the scheme. Which residents? Certain residents associations have been very vocal with their negative views, but they only represent a small minority. What about those who may not have the time or resources for association meetings, like those working long hours, or families with young children? Their safety and well being matter too.

Low traffic neighbourhoods – Waltham Forest

THE DETAIL

The big picture for decision-makers is “Low traffic neighbourhoods: What, why, how?” Read that document first, then for more nitty-gritty detail read on...

This guide is from London Cycling Campaign and Living Streets and draws on expertise from those who've designed, implemented and campaigned for award-winning low traffic neighbourhoods. It is a companion document to “Low traffic neighbourhoods: What, why, how?”, designed to help officers, designers and others begin to understand some of the complexities, nuances and capabilities of these schemes in more detail.

WHAT SIZE AND WHERE SHOULD NEIGHBOURHOODS BE?

Each neighbourhood or “cell” is a group of residential streets, bordered by main or “distributor” roads (the places where buses, lorries, lots of traffic passing through should be), or by features in the landscape that form barriers to motor traffic – rivers, train lines etc.

- You should be able to walk across a neighbourhood in fifteen minutes at most. Larger, and people start driving inside the neighbourhood. We suggest an ideal size of about 1km².

- Groups of cells or neighbourhoods should be clustered around key amenities and transport interchanges in a 6-10km radius (with 1-2km walking journeys key). This is typically what you get in Dutch suburbs and towns. People walk and cycle within their area, and to the station etc.

- Cells should link together with crossings across distributor roads or other cell boundaries – this enables people to walk and cycle between cells from home to amenities, transport hubs etc.

- The positive benefits of low traffic neighbourhoods can be further enhanced by providing high-quality cycle tracks and pavements along the distributor roads also.



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St Helens Gardens – StQW and RBKC ideas

Not a fully pedestrianised section of street as illustrated in the StQW Neighbourhood Plan, but something closer to this.

Changes to street surfaces, a new crossing point, junction redesign and an extra zebra at St Quintin Avenue, bollards to stop parking on private areas of forecourt. All potential ideas up for discussion.



Next steps – a local petition to demonstrate that residents support the idea and to persuade RBKC to allocate a sufficient budget.

A consultation on the detailed proposals to make sure that these have been fully worked out.

Memorial Park – a local design competition?

The Council consulted last year on refurbishing or replacing the kiosk, changing rooms, grounds maintenance depot and public toilets. The works could range from refurbishment of the existing buildings through to redesign and relocation of the buildings.

We have suggested to RBKC Parks department (Terry Oliver) holding a local design competition for new or refurbished buildings. A competition would be open to the 9 or so architectural and design firms based in St Helens and Dalgarno wards, with experience of such buildings.

Meeting being held with RBKC Parks, StQW/SHRA and the St Marks Park Action Group on March 19th to discuss.

Neighbourhood element of CIL

CIL stands for Community Infrastructure Levy – a form of ‘development tax’ on various forms of new floorspace built in an area.

15% of total CIL receipts are classed as ‘Neighbourhood CIL’ and this portion rises to 25% in an area with a neighbourhood plan in place.

RBKC has raised £2.6m of Neighbourhood CIL since 2015. Now consulting on priorities for use of these funds.

RBKC has proposed a system for allocation across each ward in the Borough, with some redistribution between ‘poor’ and ‘rich’ wards.

How much NCIL is available locally?

The StQW neighbourhood area has been allocated £30,000 and StQW/SHRA should have a very big say in how this is spent – given that we prepared a neighbourhood plan.

In theory this sum is split £23,000 in St Helens ward and £7,000 in Dalgarno, based on development that has taken place since 2015.

Remainder of Dalgarno ward has an allocation of £35,000

Remainder St Helens ward has an allocation of £35,000

Bids for ward allocations will be decided on by ward councillors.

In the 2016 StQW Neighbourhood Plan we suggested some initial priorities for NCIL spend.

NCIL priorities in 2015 StQW Plan

- **streetscape improvements and other measures to improve the environment of Latimer Road**
- **CCTV in North Pole Road**
- **subject to successful temporary road closures in St Helens Gardens (section outside the church) installation of a shared surface on the roadway to allow for this short section of the street to become a car-free area on Saturdays.**

£30k will not go far on 1 or 3 above and we can come up with other ideas. RBKC has other potential funding sources for 1 and 3. We may want to use some funding on an update of the StQW Plan, to address new issues in the neighbourhood (e.g. more climate change measures).

Or on immediate initiatives such as replacing or adding street trees, leaflets to deter paving over front gardens, explaining law on short-term lets/AirBNB.

Any other business

Doorstep selling – these streets have long been an area favoured by those selling cleaning goods on the doorstep.

Are those selling becoming more persistent to the extent of intimidating those unwilling to make a purchase?

Is there anything that could be done about this, if it is the case?

Garden walls – are people seeing examples of houseowners not replacing side or rear garden walls to their original condition? Is this a conservation issue for the area?