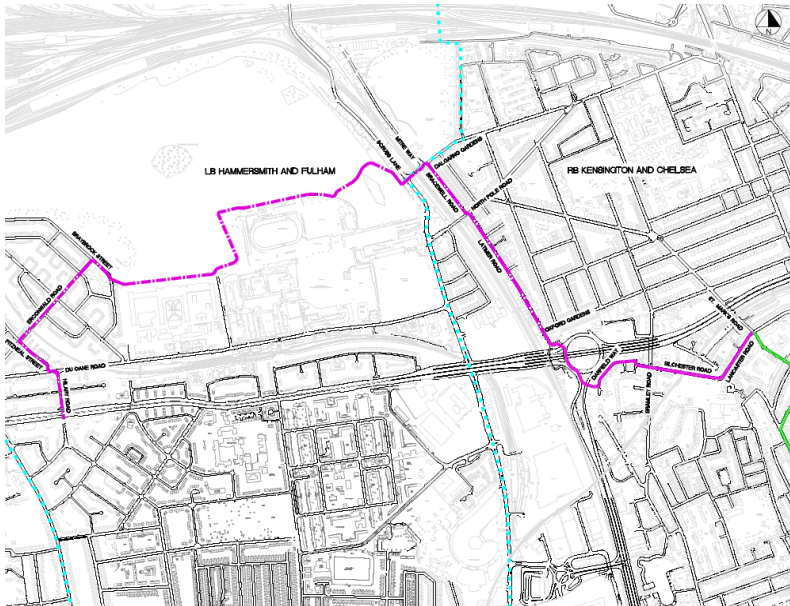


St Quintin and Woodlands Neighbourhood Forum

Newsletter September 2016

Proposed Cycle Quietway - Kensington to East Acton

In our June newsletter we included details of a RBKC consultation on the planned route for a 'Cycle Quietway' that will run through this neighbourhood. This is part of a London-wide Cycle Grid of Cycle 'Superhighways' and 'Quietways' introduced by Boris Johnson, former Mayor of London. The routes are being put in place in conjunction with the London Boroughs, and all the costs of the necessary roadworks are being met by Transport for London (TfL).



The proposed route is shown on the map below. At the open meeting of the Forum on June 9th, there was a near unanimous view that that the route was problematic, especially in terms of the crossing on North Pole Road. A novel form for 'Tiger Junction' is planned at this location, giving cyclists a degree of priority when crossing between Latimer Road and Bracewell Road.

Such is the level of traffic chaos every afternoon in North Pole Road that we suggested an alternative, of providing cycle crossings on the eastern side of the St Quintins Gardens/Highlever Road 'triangle'. The Council now says that it investigated this option with TfL, but has found it to be unviable.

So the originally proposed route will go ahead. The cost of the roadworks for the Kensington section of the Quietway between Ledbury Road and Mitre Way

is £235,000, which is a lot of money being spent in our neighbourhood. Hammersmith and Fulham Council has subsequently consulted on the section of the route between Mitre Way and North Acton, and these proposals have also received adverse comment. The Friends of Wormwood Scrubs have suggested an alternative that intrudes less on the Scrubs. But it looks equally unlikely that LBHF and TfL will change their minds on this part of the route.

We have also pointed out to both Councils that when the promised pedestrian/cycle underpass is built beneath the West London Line, between Latimer Road and Imperial West, a significantly shorter route for cyclists will be to travel east/west along DuCane Road. This £4m underpass was the largest promised 'community benefit' due to come from the Imperial West development on Wood Lane (with its 35 storey residential tower now under construction). LBHF now say that that the underpass could still be several years away, and we are questioning why it should be taking so long to construct (2019 was the completion date we were given at our last meeting with Imperial, back in May 2016).

The Cycle Quietway may prove to be a success with cyclists prepared to take the long way round. But if it still involves difficult junctions and road crossings, we have our doubts as to how many will use it. Views still welcome.

StQW Neighbourhood Plan

The High Court hearing of a Judicial Review application challenging the RBKC decision to hold last February's successful referendum on our neighbourhood plan is still pending. We expect the hearing to be in November at the earliest.

Meanwhile the Council's Planning Department are applying the policies in the StQW Plan when deciding planning applications. So the delay is having little practical impact. See at www.stqw.org for more information.

Memorial Park (St Marks Park)

No news on the outcome of the RBKC consultation on 'improvements' to the park. The Council last May floated the idea of installing a floodlit all-weather football pitch in the south-west corner of the park. But Councillors seems to have backed away from this idea in the face of much local opposition and no evident support.

We are trying to get an update and will circulate any firm news.