

**BRIEFING NOTE:**

**TO:** COUNCILLOR HEATHER ACTON, Cabinet Member for Sustainability and Parking

COUNCILLOR ED ARGAR, Cabinet Member for City Management, Transport and Infrastructure

COUNCILLOR BRIAN CONNELL, Cycling Champion

COUNCILLORS IAM ADAMS, MELVYN CAPLAN AND BARBARA ARZYMANKOW, Ward Members for Little Venice

**CC:** MARTIN LOW – CITY COMMISSIONER OF TRANSPORTATION

**FROM:** ROSEMARIE MACQUEEN - STRATEGIC DIRECTOR BUILT ENVIRONMENT

**DATE:** 2<sup>ND</sup> JULY 2014

**SUBJECT:** CYCLE GRID – REVISED PROPOSALS FOR BLOMFIELD ROAD

**OBJECTIVE:**

In Autumn 2013 the Council consulted on proposals for an improved cycle route along Blomfield Road as part of the Cycle Grid project. In response to the public consultation a number of objections were received from local residents and Ward Members on safety grounds. Officers have therefore taken these concerns into account and have redesigned the scheme. This Briefing Note provides an overview of the revised proposals and seeks comments on these.

**RESPONSE NEEDED: Yes**

**AUTHOR/RESPONSES TO:** [REDACTED], Principal Transport Planner, [REDACTED] or [REDACTED]

**TIMING FOR RESPONSE:** Monday 14 July 2014

**1. Background**

In Autumn 2013, following discussions with Ward Members, the Council consulted publicly on proposals for an improved cycle route along Blomfield Road, as one of several 'quick win' Cycle Grid schemes. However, in response to the public consultation twelve letters of objection were received from residents, eight of which raised safety concerns in relation to the visibility of cyclists (traveling eastbound) to cars maneuvering in and out of the parking bays, given the slight bend in the road. Officers considered that this point needed addressing so the original scheme was not progressed and a new scheme has now been developed.

**2. Revised proposals**

The plan in Appendix 1 shows a revised layout for the proposals. The proposed contraflow (eastbound) cycle lane has been relocated so that it runs between the footway and the parked cars on the northern side of the road, removing the potential for conflict between cyclists and

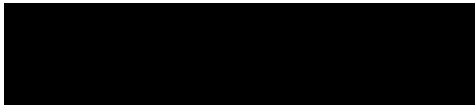
cars maneuvering in and out of the parking bays. A buffer zone is proposed between the cycle lane and the parking bays to protect cyclists from car doors opening and to enable drivers and their passengers enough room to get in and out of their vehicle. This type of arrangement was implemented in Hanover Street, which runs between Hanover Square and Regent Street and has now been operating successfully for a number of years, without incident. A photo of the Hanover Street scheme is attached in Appendix 2.

The revised proposal for Blomfield Road could also include a widened footway along all of the southern side of the road next to the canal, subject to more detailed survey work. All of the parking has been retained, with the exception of two of the shared use parking bays, which would need to be relocated just to the other side of the junction with Warwick Avenue. Alternatively, the two car club bays could be relocated to this position, subject to agreement with Zipcar.

### **3. Next steps**

Officers would be grateful for any comments you may have on the revised scheme by 14 July 2014. Officers would also be happy to meet Members on site to explain the proposals in more detail and to discuss any concerns.

If a scheme cannot be agreed then officers will ask TfL to remove any redundant traffic signals. However, if Ward Members are content with the revised scheme, another public consultation would be organised for September 2014, after the school holidays.



**ROSEMARIE MACQUEEN**  
**STRATEGIC DIRECTOR BUILT ENVIRONMENT**

**Appendix 1** – Drawing (number 11677288-QW-P-02-A) showing revised proposal for Blomfield Road

**Appendix 2** – Photo of the Hanover Street contraflow cycle lane

