

From: [REDACTED]
To: [REDACTED]
Cc: [Road Safety: WCC:](#) [REDACTED]
Subject: RE: Little Venice area - VIP 119_250217
Date: 03 March 2017 17:26:00
Attachments: [image001.png](#)

Dear Councillor Dimoldenberg,

Following on from the public consultation for the Quietway Little Venice to Camden Town in summer of 2015; designs are being developed which take on board comments received during the consultation period.

The next iteration of design will propose widening the footway, parking relocation and legalising this movement for cyclists on the one-way stretch of Bloomfield Road (between Westbourne Terrace Road and Warwick Road).

I will keep you informed of the progress of the scheme.

Regards,

[REDACTED]

Central London Cycle Grid Team
City Management and Communities

Westminster City Council
4th Floor West
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64 Victoria Street
London SW1E 6QP

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From: paul dimoldenberg [REDACTED]
Sent: 25 February 2017 14:43
To: Cycling: WCC
Subject: Little Venice area

I would be grateful if you could let me have your thoughts on these suggestions below

Thanks

Councillor Paul Dimoldenberg

From: [REDACTED] >

Sent: 25 February 2017 11:17

To: paul dimoldenberg

Dear Mr Dimoldenberg,

There was a consultation which closed on the 24th July 2015 on a quietway route from Camden Town to Little Venice (<https://www.westminster.gov.uk/quietway-route-camden-town-little-venice>) which would improve the safety and comfort of pedestrians and cyclists and reduce traffic on Edgware Road, however so far nothing has been done about it by Westminster council - especially surrounding the stretch of Blomfield road which is currently one way marked as "Area to be reviewed following outcome of consultation" on the map (<https://westminstercyclegrid.wspdigital.com/consulmap/pdfs/quietway-proposals-cdtw-ltn-3.pdf>), which has been in the works for over 5 years.

Currently cyclists are forced to travel down Clifton Villas and then back up Warwick Avenue which is at a pretty steep gradient for cyclists which holds traffic up as there is no room to overtake safely, especially with parked cars on either side, and many cyclists resort to cycling on the pavements which is unpleasant for pedestrians due to the lack of cycling facilities.

On the stretch of Blomfield Road the road is very wide however it may be better to to widen the pavements for pedestrians on this scenic route whilst adding a mandatory 2m contraflow cycle lane. The southern pavement is severely degraded by tree roots which could be fixed at the same time. This could be done by moving the parking on the southern side to the northern side and make it all residents only (currently only about half of it is). Alternatively the cycle lane could just be added adjacent the parked cars, similar to the one introduced at the junction of Stanhope Place and Hyde Park Place, however this does increase the risk of a "dooring" accident, but at least the cars will be parked so that front passengers will be able to see cyclists coming clearly, and the stretch of parked cars is not too long.

[REDACTED]

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