

**DELEGATED AUTHORITY CONSULTATION REPORT 8058**

**TRAFFIC ORDERS – CONNAUGHT VILLAGE GREEN**

**AMENDMENTS TO PARKING PROVISIONS AND WAITING AND LOADING RESTRICTIONS**

**(Drawing Nos. 70091640-WSP-P01-X-DR-HI-1202 and 1203 Revs S2 P01)**

**(Hyde Park Ward)**

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**Background**

The City Council together with The Church Commissioners have developed a proposal to improve the public space at the junction between Connaught Street and Kendal Street. This will increase green space and provide more pedestrian accessibility.

The proposed scheme has been designed with the aim of providing the following improvements:

- Creating a new green space at the heart of Connaught Village with biodiverse planting, outdoor seating, and new paving in natural stone;
- Improved crossings with a raised table and shorter crossing distances to increase pedestrian comfort;
- Updating the north - south cycle link via Titchborne Row to encourage pedestrian and cycle travel, reduce emissions and improve air quality;
- Widening the footway at the southern side of Connaught Street (between the junction of Albion Street and Kendal Street) with a loading bay, two trees and cycle stands;
- Providing a place for residents to socialise with additional seating and access to free drinking water;
- Providing additional cycle stands on Connaught Street; and
- Supporting local businesses through creating a more attractive place to visit, shop and enjoy.

As part of the highway improvements, it is proposed to make Traffic Orders to introduce loading bays, remove lengths of residents', pay-by-phone and shared-use parking, and amend waiting and loading provisions. The zebra crossing on Connaught Street would also be relocated 5.1 metres eastward to accommodate new kerb buildouts and the central island would be removed.

On 31<sup>st</sup> January 2024, the Head of Parking considered and approved a report under his delegated powers allowing consultation on proposals to relocate the pedestrian crossing situated outside No. 59a Connaught Street and the entrance to Nos. 24 – 25 Albion Street, 5.1 metres eastward to outside Nos. 59 and 59a Connaught Street and to make Traffic Orders to:

- (a) on **Albion Street:**
  - (i) extend the double yellow line “at any time” waiting restrictions to cover the extent of the kerb buildouts at the junction with Connaught Street; and
  - (ii) introduce “at any time” loading restrictions at the junction with Connaught Street;
  
- (b) on **Connaught Street:**
  - (i) introduce lengths of double yellow line “at any time” waiting and loading restrictions:
    - adjacent to No. 23 Albion Street and on the opposite carriageway outside No. 40 Connaught Street; and
    - outside and opposite Nos. 45 and 47 Connaught Street;
  - (ii) the north-west side, shorten the residents’ parking place outside Nos. 30 to 36 Connaught Street by 5.7 metres (1 space) at the south-western end and replace with Monday to Saturday, 8.30 a.m. to 6.30 p.m. waiting restrictions;
  - (iii) the south-east side:
    - shorten the pay-by-phone parking place outside Nos. 39 to 49 Connaught Street by 16.6 metres (3 bays) at the south-western end; and
    - introduce a loading bay (17.3 metres), outside Nos. 47 to 53 Connaught Street, which would operate every day, between 8.30 a.m. and 6.30 p.m., with a maximum stay of 1 hour, no return within 1 hour. Waiting and loading would be restricted in the loading bay outside of the operational times;
  
- (c) on **Kendal Street:**
  - (i) the north-west side:
    - remove the shared-use parking place located outside Nos. 26 to 29 Kendal Street;
    - shorten by 8 metres and reposition the shared-use parking place situated opposite the rear of No. 38 Connaught Street and Nos. 38 to 40 Kendal Street;
    - introduce a loading bay (11 metres) outside Nos. 22 and 23 Kendal Street, operational every day, 8.30 a.m. – 6.30 p.m., with a maximum stay of one hour, no return within one hour;
    - remove the residents’ parking place (1 space) opposite No. 41 Kendall Street and replace with shared-use parking; and
  - (ii) introduce double yellow line “at any time” waiting and loading restrictions on:
    - the north-west side from the junction with Connaught Street extending 27.4 metres northward; and
    - the south-east side, from the junction with Connaught Street to the south-western end of the residents’ parking place situated outside No. 38 Connaught Street; and
  
- (d) on **Titchborne Row:**
  - (i) the north-eastern side, shorten the residents’ parking place by 7.4 metres at the south-eastern end; and

- (ii) the south-western side, remove the double yellow line “at any time” waiting restrictions adjacent to No. 40 Connaught Street and shorten the residents’ parking place by 2.1 metres at the south-eastern end.

**Results of Consultation**

Following the publication / posting of press and street notices between 21<sup>st</sup> February 2024 and 13<sup>th</sup> March 2024 and consultation with frontagers and other key parties on the proposed measures, 75 responses were received, as detailed in Appendix A to this report. The extent of the letter consultation included 3 Ward Councillors, 4 local residents’ associations, 41 statutory bodies and 252 frontagers.

**Appendices**

- Appendix A Responses to Consultation
- Appendix B Images Submitted by Respondents

**Recommendation**

It is recommended that Traffic Orders are made as proposed to facilitate the implementation of the measures described above and shown on the Drawing Nos. listed at the head of this report.

I agree with the recommendation.

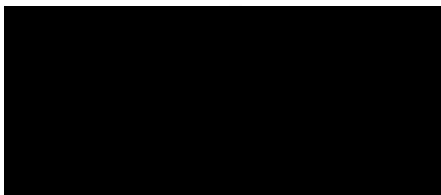
Signed



Date 10/5/24

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Programme Assurance Manager  
City Highways, Environment, Climate & Public  
Protection

Signed



Date 10/05/2024

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Head of Parking  
City Highways, Environment, Climate & Public  
Protection

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1.	<p>██████████ Waste and Parks Westminster City Council</p> <p>████████████████████</p> <p>Email dated 19<sup>th</sup> February 2024</p>	<p>This scheme will have no impact on waste collections or street cleansing.</p>	<p>The City Council thanks ██████████ for their comments.</p>
2.	<p>██████████ Traffic Management Officer for the Government Security Zone, and the City of Westminster Roads &amp; Transport Policing Command Metropolitan Police Service</p> <p>████████████████████ ████████████████████ ████████████████████</p> <p>Email dated 20<sup>th</sup> February 2024</p>	<p>Many thanks for the email. I have some observations with regard to the proposal:-</p> <p>(a) The attached drawing seems to be missing some markings (diag. 1062) indicating road humps, and no signage showing prior warning of a raised crossing or new road layout.</p> <p>(b) What is the available road width through the crossing please?</p> <p>(c) Will there be any form of vertical upstand to mark the kerb line at the build outs?</p> <p>(d) The tactile paving shown on the drawing is laid out incorrectly, without tails. Will the design include the correct layout as per DfT guidelines?</p> <p>(e) Have any stage 1 / 2 audits been carried out that you could share with me please.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The markings will be included in the design.</p> <p>(b) The crossing width is 7.3 metres.</p> <p>(c) The inclusion of a vertical upstand will be dependent on the drainage design but would not be higher than 6mm. This will be further reviewed in the next design stage.</p> <p>(d) Tails will be added to the tactile paving to the zebra crossing but will not be in contrasting colours as it is a conservation area.</p> <p>(e) Road safety audits will be shared once designer's comments have been agreed.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

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3.	<p>██████████ ██████████</p> <p>Email dated 21<sup>st</sup> February 2024</p>	<p>The proposals for Connaught Village as now amended are wholly unacceptable.</p> <p>(a) The junction at the south end of Kendal St is already dangerous and it will become more so with the widened village green. It is highly likely that this will lead to accidents and even to pedestrian deaths.</p> <p>The only sensible way of introducing this scheme is by having the previous proposal for a much narrower entry point into the south end of Kendal St, thereby slowing traffic, and with Kendal Street pavements widened.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Two-way traffic on Kendal Street has been retained in design following comments and representation made by residents and stakeholders at the first consultation held in March-April 2023 and at subsequent meetings with the community. The current proposed pedestrian crossing at Connaught Street across the junction with Kendal Street does bring benefits over the existing crossing. These include:</p> <ul style="list-style-type: none"> <li>• a shorter crossing distance at 7.3 metres, which is 2.1 metres shorter than the current crossing;</li> <li>• a 'raised table' which raises the pavement to the road level at the junctions and is designed to encourage motorists to slow on the approach to the junction and give pedestrians crossing more prominence;</li> <li>• a buff-coloured strip indicating to motorists the crossing area for pedestrians;</li> <li>• tactile paving will be introduced for partially sighted pedestrians; and</li> <li>• additionally, a bollard will be placed on the corner of Connaught Street and Kendal</li> </ul>

## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>(b) The point of the scheme was to create a village centre and this does nothing of the sort. It is a complete waste of money. At the very minimum Kendal St should be narrowed.</p> <p>(c) However, this is a missed opportunity. Why not either (1) make the village one way throughout; and/or (2) remove access from Edgware Road to both Kendal St and Connaught St?</p>	<p>Street to protect pedestrians from vehicles that may otherwise try and cut the corner into Kendal Street.</p> <p>(b) The aim of the pedestrianised area is to provide an attractive outdoor location for the community with greening and seating, achieved mainly through the in-fill of the cul-de-sac providing the additional pedestrian space, and this element of design has not changed significantly since the first consultation.</p> <p>(c) It is not the intention of the scheme to propose area wide traffic management changes, but instead bring localised pedestrian improvements to the already part-pedestrianised area around Connaught Street and Kendal Street.</p>
4.	<p>██████████ ████████████████████ ████████████████████</p> <p>Email dated 21<sup>st</sup> February 2024</p>	<p>I am VERY impressed with your positive perceptions regarding how best to enhance this delightful area to its fullest advantage.</p> <p>Most certainly limiting the 'rat run' spewing pollutants over everything and everybody (not to mention traffic noise) is the best possible approach and henceforth greening the Estate with ingenuity is absolutely brilliant!! We need to create a space where humanity prevails if our City and our Village is to survive and thrive into the future.</p>	<p>The City Council thanks ██████████ for their comments.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>pavement and at my age and I'm very concerned about being knocked over by a bicycle using the footpath.</p> <p>The remainder of the scheme has been improved since its initial iteration with the maintenance of two-way traffic on Kendal Street.</p>	<p>cycle symbol markings and better designation of the cycling route through the junction.</p>
9.	<p>██████████</p> <p>████████████████████</p> <p>Email dated 21<sup>st</sup> February 2024</p>	<p>This is a fantastic idea. Make something out of nothing.</p>	<p>The City Council thanks ██████████ for their comments.</p>
10.	<p>██████████</p> <p>████████████████████</p> <p>Email dated 21<sup>st</sup> February 2024</p>	<p>Further to the Connaught Village Green plans - it will be good to have somewhere to sit - to pause, to chat with neighbours and rest a while; and the addition of a water fountain is a bonus.</p> <p>Meanwhile, I'm concerned that Kendal Street is to remain 2-way, and I believe 'a bollard' will simply serve to spoil the aesthetic of the new green.</p> <p>The new one-way system in St Johns Wood High Street has worked to improve the area, both for pedestrians and business, and it is of concern that we could not benefit from such a scheme for Kendal Street. Looking forward to seeing spades in the ground.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>The bollard was included following a road safety audit and is to deter motorists turning left into Kendal Street from cutting the corner and risking collision with pedestrians.</p>
11.	<p>██████████</p> <p>████████████████████</p> <p>████████████████████</p>	<p>(a) I am disappointed that Kendal Street will remain two way and I cannot understand why residents (and</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The change of design on Kendal Street was made following the first March-April 2023</p>



## APPENDIX A – RESPONSES TO CONSULTATION

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	Email dated 21 <sup>st</sup> February 2024	<p>businesses) should favour a continuous flow of through traffic (a rat run) over the safety of pedestrians and the relative calm of the village.</p> <p>(b) I am pleased that timber seating is featured and will be installed along with a water fountain. Please consider a lower level integrated dog fountain/watering bowl as many dogs traverse this area on route to the park.</p>	<p>consultation and a subsequent public meeting in September 2023 where objections were voiced to the proposal for a section of one-way working on Kendal Street on the grounds of displaced traffic and road safety further along Connaught Street.</p> <p>(b) Noted.</p>
12.	<p>██████████ ████████████████████</p> <p>Email dated 21<sup>st</sup> February 2024</p>	<p>I have looked at the proposals and new layout planned for CONNAUGHT VILLAGE GREEN; I have the following comments:</p> <p>(a) Why do we need to change what exists and is perfectly acceptable?</p> <p>(b) Funding for this unnecessary scheme could be put to better use by feeding the many children who live below the poverty line in London.</p> <p>(c) Providing seating areas will only attract vagrants as it has done around the corner in Burwood Place. They are the ONLY people who use the seating and leave their litter strewn all over the place. I see it every time I walk past.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The aim of the scheme is to bring public realm benefits to the area of Connaught Village by widening pavements in natural stone paving and creating a focal point for the community to enjoy.</p> <p>(b) Noted.</p> <p>(c) The City Council understands the concerns raised about the risk of anti-social behaviour, but Connaught Village Green has been designed as an area where people can dwell and spend time and the public seating is an important part of the project concept to allow</p>

**APPENDIX A – RESPONSES TO CONSULTATION**

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		<p>(d) I see you are removing various Residents Parking bays. It is already hard to park. This will mean I am unable to take a heavy load of laundry to the people in Connaught Street as I certainly cannot manage to take it by bicycle [REDACTED]</p> <p>(e) The Church Commissioners seem unable to attract new tenants for many of the empty shops because, having spoken to the shopkeepers, they are very harsh Landlords, so it may be better to get them to lower their rents and attract new retailers to Connaught Village?</p> <p>(f) Having spoken to various cyclists in the area they are perfectly happy with Cycle lanes, so why do we need more?</p>	<p>opportunity for people to sit, rest, and enjoy the new paved space and areas of planting. The bench design will have individual seating separated by arm rests, which will discourage sleeping, and a more attractive public realm in itself encourages local people to gather and enjoy the space and therefore will provide an element of 'natural surveillance'. The Church Commissioners also propose to include this site within their nightly security patrol throughout the Hyde Park Estate to monitor and counter any anti-social behaviour. The use of the benches will be monitored and kept under review.</p> <p>(d) There will be a loading bay created on Kendal Street near the dry cleaners, and shared-use parking adjacent and resident parking retained on the south side near the pub.</p> <p>(e) This is a not a matter for the City Council to comment on. The suggestions are noted and will be forwarded to the landowner.</p> <p>(f) There are no more cycle lanes proposed, but the existing cycle access from Titchborne Row is proposed to be improved for both pedestrians and cyclists.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>I basically think this is a totally unnecessary huge waste of money, and will attract rough sleepers and do not wish to use my taxpayers money to fund such a scheme.</p>	
13.	<p>██████████ ██████████ ██████████  Email dated 22<sup>nd</sup> February 2024</p>	<p>(a) I am fully supportive of the new proposal, but strongly oppose one feature, which is the outdoor seating.</p> <p>(b) The area outside Barclays bank on Edgware Road shows what happens when outdoor seating is installed in this area, as it turned an ok area into a no go mugging zone, with loitering, drug dealing and constant ASBO issues. The reason I feel so strongly is ██████████ mugged outside the bank.</p> <p>If you do put outdoor seating in, the most likely outcome is that an ok area will become really unpleasant and avoided, there are already severe issues in other parts of the street every night, but clearly a number of residents have said the same thing, and the plan isn't changing. So maybe one compromise would be to get a police opinion.</p> <p>If a report can be provided by the police that says they are supportive of the scheme and it will actually enhance the area then maybe it is worth consideration.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Please see Comment 12 (c) above.</p> <p>(b) The Police 'designing out crime' team have been consulted with and the Council will continue to work with them in the next design stage.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

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		I completely agree that it is a really nice idea, but my feeling is it won't achieve the desired effect, will create a lot of problems and be counter productive. Given that a lot of residents hold this view, but are not experts, would an opinion from an expert, in this case the police, be a good solution?	
	Email dated 22 <sup>nd</sup> February 2024	(c) Thanks ██████, and just to summarise the seating is really nice idea but in reality will be a bad one as it will achieve the opposite effect it is designed for, but happy to withdraw this objection if the police in area think otherwise. Also, I have ██████ that can happily have some freedom just in the immediate area but if it goes like the area around Barclays Bank ██████ won't be able to have that freedom anymore and will have to avoid the area.	(c) Please see Comment (b) above.
14.	<p>██████████ ██████████</p> <p>Email dated 22<sup>nd</sup> February 2024</p>	<p>The proposed scheme for Connaught Village is a half-hearted and too limited in scope.</p> <p>(a) It delivers almost nothing of substance to the businesses and the people who rely on Connaught Street to live and work and does not support the local businesses in generating a positive environment.</p> <p>(b) The proposal also does nothing to reduce the Rat Run of vehicles that use Connaught Village to drive at speeds all hours of the day. This is not a neighbourhood due to this road; it is simply a traffic highway.</p>	<p>The City Council thanks ██████ for their comments.</p> <p>(a) The aim of the scheme is to bring public realm benefits to the area of Connaught Village by improving the pedestrian environment with footway widening in new natural stone paving and creating a focal point for the community to enjoy. The intention is to support local businesses by creating a positive environment with more footfall.</p> <p>(b) The scheme does not attempt to make changes to traffic management in the area to reduce through-traffic but is a public realm project that seeks to improve existing areas of public and pedestrian space.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>(c) The proposal to close Connaught Street and to create a Piazza is the one that has broad support in the community, in particular with the businesses which need pedestrian footfall to sustain business.</p> <p>Too many businesses have had to close on Connaught Street for it being an unattractive area to visit, despite being just around the corner from some of the visited sites in the United Kingdom.</p> <p>The only proposal that should be seriously considered would be to limit Connaught Street by building a large piazza that would still allow critical vehicles to pass, as per the attached suggestion (see photo) [Image 1 in Appendix B].</p> <p>One only has to look at Marylebone High Street as a good example of redirecting traffic flows... and see how that has flourished! Connaught Village is lifeless in comparison.</p> <p>Please proceed with creating the piazza, as across the Connaught Village this is what the neighbourhood wants.</p>	<p>(c) There has been no proposal to date from Westminster for creating a road closure with a pedestrianised piazza.</p>
15.	<p>██████████  ██  ██  ██</p>	<p>(a) You need to attract a decent cafe / cafes and make the place a destination such as Ottelenghi (old Pain Quotidien premises) or maybe Boxcar (in smaller</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The suggestions on building use are noted and will be forwarded to the landowner.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 22 <sup>nd</sup> February 2024	<p>space like to cupcake shop). Even a restaurant like Grainger &amp; Co. They have a huge draw and other retailers will follow. Encourage Fabrique to locate a bakery/café like they have in Portobello. Even a butcher... The Church Commissioners will have to be prepared to offer soft deals to attract them but they would be the old fashioned 'anchor' to attract others and thereby fill the other vacant shops.</p> <p>(b) Only when there are some really good non specialist operators will the area start to blossom. It's about place making and whilst the area of a Piazza is great and bold is it really realistic and what would be the traffic consequences in the other streets?</p>	<p>(b) The City Council does not expect any traffic impacts in adjoining streets from the scheme as there are no traffic management changes proposed in general.</p>
16.	<p>██████████ ██████████████████ ██████████████████████ ██████████ ██████████</p> <p>██</p> <p>Email dated 22<sup>nd</sup> February 2024</p>	<p>I am writing to provide feedback on the proposed changes at Connaught Village Green, consultation reference 8058/HWB</p> <p><a href="https://connaughtvillagegreen.commonplace.is/en-GB/proposals/example-early-engagement/step1">https://connaughtvillagegreen.commonplace.is/en-GB/proposals/example-early-engagement/step1</a></p> <p>I support the proposals but I would also ask the council to consider using the opportunity of the scheme to turn the proposed zebra crossing into a parallel cycle and walking zebra crossing.</p> <p>The proposed zebra crossing sits parallel to a quiet cycle route from Tichborne Row to Albion Street, and giving cycles priority here along with pedestrians would provide a significant improvement in the cycle route at virtually no extra cost.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>A parallel cycle and pedestrian crossing was considered, however, there were traffic management impacts associated with this that meant that it was not taken forward. A parallel crossing would have necessitated a section of one-way working on Albion Street at the junction of Connaught Street because of the amount of kerb build-out required to accommodate cyclists and pedestrians.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>In addition it would avoid a situation where people on pedal cycles are tempted wrongly use the pedestrian only crossing in the scheme, which is likely given its location along a cycle route connecting two streets.</p>	<p>This would have introduced a relatively significant traffic diversion as the bottom end of Albion Street is left turn only out onto Bayswater Road, so for anyone driving northbound or westbound the only viable route would have been via Bayswater Road / Hyde Park Place / Edgware Road, or Bayswater Road / Hyde Park Place, around Marble Arch and back westbound along Bayswater Road.</p> <p>Instead, officers looked to retain the current access but improve it as much as possible with tactile paving, wider entry treatment, cycle symbols, and a raised table.</p>
17.	<p>██████████ ██████████████████ ██████████████  ██████████████████  Email dated 24<sup>th</sup> February 2024</p>	<p>I fully support the proposals. I support all proposals to make our streetscape safer and more welcoming for pedestrians and cyclists.</p> <p>In fact, I'd like you to be even more ambitious in discouraging private motor vehicles and encouraging active modes of transport.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Noted.</p>
18.	<p>██████████ ██████████ ██████████████████ ██████████  ██████████████████  Email dated 24<sup>th</sup> February 2024</p>	<p>This note is in response to the Connaught Village Green final proposal and consultation, as a resident at ██████████ the site of the project.</p> <p>(a) I reluctantly support this project. I'm resigned to the fact that, while it's not much, this is the best residents will be able to get and prefer what is proposed to the prospect of another few years of status quo.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The City Council acknowledges that you have since changed your position, by email dated 13<sup>th</sup> March 2024.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>(b) Many reasonable individuals may be opposed on the grounds that this is too little value for the money -- they would not be wrong. I'm not convinced that the money would be put to better use elsewhere in a reasonable timeframe, and it would only leave our cherished high street in a worse state for a further indefinite period of time. So, selfishly, I'd like to see it through.</p> <p>(c) I hope that the raised table is sufficiently aggressive as to meaningfully reduce the brazen anti-social driving behaviour on Connaught St. I look forward to the proposed widened pavements, and more social public realm on the Green itself. It's certainly a better use than 2 parking spaces. I also look forward to urgently needed changes near Connaught Square associated with the cycle-way proposal.</p> <p>(d) I expect that the Connaught Green project, on its own, will have no impact on the volume of traffic running through our high street. This is the single biggest issue facing our declining, cherished high street.</p> <p>The return on investment of this project could be made positive if it's immediately followed by a 12-month trial of the 2020/21 LTN proposal. With urgent and meaningful traffic reduction, this green (although it is rather unambitious in design, another missed opportunity on a street with so much character) could</p>	<p>(b) The proposals are intended to bring vibrancy to the high street by making it a more attractive place to visit.</p> <p>(c) The raised table is designed to calm traffic on the approach by giving predominance to pedestrians.</p> <p>(d) The proposals in this scheme do not make changes to traffic movements along Connaught Street or propose other traffic reduction measures.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>be the start of something great on Connaught Street. Without it, it risks being a monument to ineffective, lowest-common-denominator public realm investment.</p> <p>I hope that before, during, and after the works, the council and team will prioritize taking full advantage and care to measure traffic (volumes, types, speeds) as well as night-time noise in and around the village centre. I suspect there may be important lessons and insights there to inform what I hope will be more ambitious changes in the future.</p> <p>(e) The removal of the 1-way scheme -- following a highly uninclusive, single residents meeting in the middle of a workday -- and subsequent widening of the pedestrian crossing has sacrificed pedestrian safety for the explicit benefit of a few neighbours and the thousands of rat-running drivers taking advantage of our high street every day. I hope our council will do better next time.</p> <p>Ironically, on February 21st, during a 5-min stop with [REDACTED] on the Green sight, I saw one driver angrily honk and yell at a cyclist for slowing them down, and another cyclist actually get hit at the Connaught Street zebra crossing, just as we were discussing the proposal. I'm afraid this kind of anti-social behaviour will only continue in the future.</p> <p>I voted for Labour in 2021 looking for a meaningful break from the past council in the public realm dimension. I was hoping for more than this. The C43</p>	<p>(e) A significant number of people (84 or 24% of all responses) in the March-April 2023 consultation objected to the proposed one-way on Kendal Street. Many of these were from local residents who objected to the proposals on the basis of negative traffic impacts on surrounding streets including Connaught Street on the approach to Connaught Square. There are no plans to measure traffic flows post-scheme as no traffic management changes are being made, but the scheme will be kept under review.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>proposal is the most exciting scheme to date, and there has been precious little news about it.</p> <p>Let's please take the opportunity to turn this first step of a proposal into something truly impactful with a trial LTN. As with any trial, we could commit to clear measurement of positive and negative outcomes and have an informed debate about the right direction with actual evidence in hand. This can be done quickly, cheaply, and ahead of the next elections.</p> <p>While the above is strongly worded because it is strongly felt, please note that I say this with deep respect, appreciation, and understanding for our Hyde Park councillors effort &amp; challenges in representing their constituents. I look forward to continuing working with them on improving our area.</p>	
	Email dated 13 <sup>th</sup> March 2024	<p>(f) I'd like to follow up with my earlier message. Upon further reflection, I'd like to change my position for the record and object to this proposal.</p> <p>I do so for many of the reasons listed in my original message. Without any meaningful change in traffic volume, this proposal appears set to become another "Mound" debacle. 20% of the cost, for a "mound" &lt;20% the size, but with 100% of the ineffectiveness and frankly political risk for those implementing it. It would appear as if the council is flush with money but short on political courage. My understanding is we are short on money and the council should be keen to be quite bold given the increasingly depressing state of Connaught.</p>	(f) Noted.



## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>an unobserved car has come round the curve of Kendal Street at speed towards the junction. One comes to a halt, only for a car behind one to be trying to turn into Kendal Street, hidden by the tree on the corner. I have lived in Connaught Village since [REDACTED] and have tried to negotiate this crossing both with a wheelchair and latterly a dog buggy and multiple dogs. It is not a pleasant experience.</p> <p>Please may I suggest that either Kendal Street is indeed changed into a one-way street, or that an additional zebra crossing is installed at the junction. If pedestrian numbers are increased because of the attractive remodelling of the area, this could be a real hot spot.</p> <p>I should be grateful if you could confirm that you have received my representation. I am happy to provide further information in any form you might need.</p>	<p>to protect pedestrians from vehicles that may otherwise try and cut the corner into Kendal Street.</p>
20.	<p>[REDACTED] [REDACTED] Email dated 25<sup>th</sup> February 2024</p>	<p>(a) Is it just accidental that the email link for objections in your website does not work?</p>	<p>The City Council thanks [REDACTED] for their comments.</p> <p>(a) WSP replied to [REDACTED] on 28<sup>th</sup> February 2024 as follows:</p> <p>Thank you for your email regarding the City Council's proposals affecting Albion Street, Connaught Street, Kendal Street and Titchborne Row.</p> <p>Our apologies for the issue you encountered while attempting to access the email link for</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(b) The suppression of 3 parking spaces in front of the only chemists around will pose a real hardship for the considerable number of elderly people who frequent this chemist – presumably you have run a demographic profile of the residents of this area.</p> <p>The space created just off Edgware Road by Barclays Bank shows very clearly that this just attracts undesirables. NOBODY just sits there for enjoyment – most local residents avoid it because they find the people hovering there – in front of cash machines and often selling drugs – very threatening.</p> <p>(c) The permanent bench off Kendall Street is right in front of an all hours supermarket which sells alcohol – aren't you setting it up to be a target and to encourage more drunkenness and drug dealers there? And how does the expense of doing this – which NOBODY IN THE AREA WANTS – balance with spending millions more on CTV cameras for security? Are you not creating problems that you then spend money to mitigate?</p>	<p>objections via the website. I have tested the website email link from different devices, and it now appears to be functioning correctly.</p> <p>Your comments have been noted and will be passed to the City Council for its consideration. I will write to you in due course once all responses have been reviewed and a decision reached on the way forward.</p> <p>(b) The in-fill of the cul-de-sac is central to the scheme and it is inevitable that some parking will be lost to gain the pedestrian benefits. Parking occupancy levels were reviewed to ensure minor loss of parking could be accommodated without leading to saturation of parking, and resident and visitor parking will still be available in the vicinity of the shops on Kendal Street and Connaught Street.</p> <p>(c) Please see Comment 12 (c) above.</p> <p>The maintenance of benches will be covered under existing highways budgets. Additionally, the Church Commissioners will maintain the planted areas.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>What is the annual budget for maintenance of these additional cost?</p> <p>Given our straightened times and increases yet again in the council tax is this really our first priority. Just because there is a budget for it does NOT mean it has to be spent!</p> <p>In the meantime, there are daily falls in the area causing considerable personal damage from uneven paving stones due to lack of maintenance by the Council. You have the world backwards!</p>	
21.	<p>██████████ ██████████ Email dated 25<sup>th</sup> February 2024</p>	<p>Thank you so much for listening to the stakeholders of this green plan a few months ago. I attended the hearings and I have to say I'm missing a lot of the suggestions.</p> <p>From my understanding the whole plan is to encourage community feel and hopefully get some footfall and character back to the neighbourhood. Right now we have to deal with a lot of criminality, rough sleepers and lots of short let visitors from CoE housing mainly from abroad which have no interest in creating a community feel and what most of the stores on Connaught Street have to offer. I'm not sure of adding green and stopping traffic is assisting with this problem without looking at the root of the problem.</p> <p>Suggestions:</p>	<p>The City Council thanks ██████████ for their comments.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(a) Please have the CoE stop the short letting to medical tourism. They have no interest in keeping the hood up, the houses look not well maintained, they leave rubbish out everywhere and are only interested in kebab and shisha places.</p> <p>(b) Include the neighbourhood watch team and police as stakeholder since they know of behaviour in other green spaces around which are unfortunately not successful regarding seating and used as public toilets for waiting drivers, rough sleepers and dealers.</p> <p>(c) Invest in letting out to a nice well known restaurant and offer it the green space for seating.</p> <p>(d) Invest in architectural design of the green space or a greening art piece which creates a buzz and will attract visitors. Local famous architect ██████████ offered his services for free and the initial ideas look promising. Better publicity you can't get. For sure there are stores and restaurant who wants to have that design on its doorstep.</p> <p>I hope these suggestions help you to make the plan successful. In current economy government, landowners and other stakeholders have to make sure the money is spend well considered.</p>	<p>a) This is not a matter for the City Council to comment on but will be passed to the Church Commissioners.</p> <p>(b) The neighbourhood watch team is not on Westminster's standard consultee list and therefore were not consulted. However, the police and residents' associations have been consulted.</p> <p>(c) A balance has to be struck between the public and commercial use of the highway. However, restaurants will be able to apply for pavement licenses.</p> <p>(d) The design of the main pedestrianised area will be considered in more detail in Detailed Design. Highway Landscape Architects have already been commissioned and provided the design concepts and will continue to be involved in design development.</p>
22.	██████████ ████████████████████	I am writing to respond regarding the Connaught Village Green public realm proposal.	The City Council thanks ██████████ for their comments.

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 25 <sup>th</sup> February 2024	<p>I have to say that I am disappointed with proposal compared with the original scheme sent to us.</p> <p>Positives:            Changing car parking spaces opposite the Duke of Kendal into a larger pedestrian area Adding trees and flowers to the pedestrian area Increased seating</p> <p>Negatives:            No scheme to help reduce traffic moving through this area for example; Making Kendall Street one way to make it easier to cross and closing off Connaught Street to cars just passing through the area by extending the raised pedestrian area across to 51-59a Connaught Street.</p> <p>No scheme to help business increase their footfall by providing areas for outdoor dining that doesn't affect movement of pedestrians</p> <p>I am worried that this proposal could have been much better for the amount that is being spent and made a more positive impact on the residents and businesses. I am concerned that we will be waiting another 20-30 years before anything else happens to make the area I live in pleasurable.</p> <p>At the moment I don't feel that this will have any significant positive impact on the area, as it is in favour of the motorist.</p>	<p>The current design retains two-way traffic on Kendal Street following significant local objection to one-way working in the first consultation. The proposals do still widen the pavement at Kendal Street, and it will be on a raised table with a buff-coloured crossing strip. Tactile paving will be introduced for partially sighted pedestrians, and a bollard will be placed on the corner of Connaught Street and Kendal Street to protect pedestrians from vehicles that may otherwise try and cut the corner into Kendal Street.</p>



**APPENDIX A – RESPONSES TO CONSULTATION**

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
23.	<p>██████████  ██████████  ██████████</p> <p>████████████████████</p> <p>Email dated 26<sup>th</sup> February 2024</p>	<p>I strongly disagree with this plan, it is a total waste of our tax payers money. It is not at all needed.</p> <p>(a) What is needed is pressure on the Church Commission to lower rents so new and interesting business' can survive bringing much life needed to this overpriced neighbourhood. At the moment there is little business and few pedestrians.</p> <p>(b) We need parking for visitors when they want to stop and shop or have a meal in this neighbourhood:  PLEASE DO NOT TAKING PARKING AWAY  WE DO NOT NEED ADDED PAVED 'GREEN' AREAS, we need cafes /bakeries /greengrocers / fishmongers/butchers/new restaurants/  RESIDENTS DO NOT NEED FREE DRINKING WATER OR ADDITIONAL SEATING AREA  RESIDENTS DO NOT SHORTER CROSSING DISTANCE. CONNAUGHT STREET IS A NORMAL SIZED ROAD. IT ABSOLUTELY DOES NOTHING FOR "COMFORT".  VEHICLES DO NOT DRIVE OVER PAVEMENT CORNERS BTW KENDAL STREET AND CONNAUGHT STREET</p> <p>(c) We already have crime problems coming in via Paddington and Edgware Rd, your added seating will only attract homeless ++ anti-social behaviour. People who want green or peace simply walk 100 metres to Hyde Park. Once again it is a shocking waste of our community money.</p>	<p>The City Council thanks the ██████████ for their comments.</p> <p>(a) This is not relevant to the context of this Traffic Management Order consultation, but these comments will be passed to the Church Commissioners.</p> <p>(b) The in-fill of the cul-de-sac is central to the scheme and with it some parking will be lost to gain the pedestrian benefits. Parking occupancy levels were reviewed to ensure minor loss of parking could be accommodated without leading to parking saturation, and resident and visitor parking will still be available in the vicinity of the shops on Kendal Street and Connaught Street.</p> <p>There was a risk identified in the road safety audit that with a raised table motorists will be tempted to cut the corner turning into Kendal Street, therefore a bollard is proposed for the corner to protect pedestrians.</p> <p>(c) Please see Comment 12 (c) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(d) PLEASE DO NOT CHANGE OUR TRAFFIC FLOW. it will just cause further trouble elsewhere. THERE IS ABSOLUTELY NO REASON TO MAKE KENDAL STREET ONE WAY.</p> <p>(e) Putting Loading on Connaught Street will create further frustration and traffic.</p> <p>I strongly believe to make any neighbourhood more user friendly we need nice cafes, nice shops and MORE TREES and planted flower baskets. That's it.</p> <p>I am a resident of Connaught Village and have lived here many years. The only section needed to be done in this proposal is: Update the north-south cycle link via Titchborne Row to encourage pedestrian and cycle travel. This only would be a welcome improvement. And also, some more trees planted.</p> <p>I pray my opinions is valued. I know from speaking with locals this is how the majority of the people actually living here feel about this proposal. Please find better ways to spend our money. Focus on Edgware Road. Any improvement t there will reflect directly on Connaught Village.</p>	<p>(d) There are no proposals to change the traffic flow. Kendal Street is proposed to retain two-way traffic.</p> <p>(e) The Connaught Street loading bay is necessary to replace existing single yellow line to facilitate loading / unloading activities.</p>
24.	<p>██████████ ████████████████████ ██████████  ████████████████████</p> <p>Emails dated 26<sup>th</sup> February 2024</p>	<p>I would like to submit comments on the proposed changes as described in layout drawings 70091640-WSP-P01-X-DR-HI-1202 and 1203 Revs S2-P01, ref 8058/HWB.</p>	<p>The City Council thanks ██████████ for their comments.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(a) Although I am strongly in support for a Village Green combined with meaningful traffic flow changes I feel that the proposal falls significantly short of the primary objectives to reduce/calm traffic flows and provide a meaningful public amenity that might enhance the Village atmosphere and support local businesses through increased footfall. The estimated cost of £1.4mln (excluding overruns) seems excessive and a waste of taxpayer funds. I am worried that the watered down design and pragmatic absence to address traffic problems at this locality will render this proposal ineffective.</p> <p>However, I realise that negativity is a fruitless attitude that undermines any attempts for positive change. In that light I have drawn up an alternative proposal, I believe, is more loyal in addressing the primary objectives mentioned above. Food for thought.</p> <p>(b) Attached map [Image 2 in Appendix B] shows proposed one-way system for Connaught St and Kendal St, that may help reduce/rebalance rat running traffic as well as release space for the village locality. I show (zoom in helps) morning [Image 3 in Appendix B] and evening [Image 4 in Appendix B] traffic flows that rebalance the traffic burden directionally and likely reduce congestion (entry points &lt; exit points). The extra street space gained facilitate bicycle lanes and pavement enlargements to improve access for visitors that local businesses need to survive. See picture below for concept, although this does not show</p>	<p>(a) The primary objective is to achieve pedestrian improvements, but not do this with significant traffic management impacts.</p> <p>(b) Thank you for your proposals, which will be considered for detailed design. Please note however, that the scheme is primarily a public realm project and does not propose to make significant traffic management changes to the vicinity or wider area.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>parking spaces and potential bicycle path (ineffective google search). [Image 5 in Appendix B]</p> <p>Main points.</p> <ul style="list-style-type: none"> <li>• More parking spaces created</li> <li>• More parking for non-residents (pay or shared)</li> <li>• Spaces for taxis to stop without obstruction</li> <li>• Loading bay closer to two large delivery volume businesses (Pub &amp; Supermarket) away from junction</li> <li>• Extra Car Club space (Kendal Street)</li> <li>• Extra Boris Bike or scooter space (Titchbourne Row)</li> <li>• Extra EV charging Bay (Titchbourne Row)</li> <li>• Potential bicycle lane via oneways</li> <li>• Morning traffic via Kendal Street dissipated easier via Kendal Street, Portsea Place, Porchester Place resulting in shorter queues. Connaught Street and partially Connaught Square see less traffic volume and Queues.</li> <li>• Evening traffic via Connaught Street dissipates easier via Connaught Street to Albion Street, Hyde Park St, Porchester Place. Kendal Street carries traffic into Portsea Place or Porchester Place for easier dissipation and avoids clashing traffic at Connaught Street, Connaught Green junction.</li> <li>• Connaught Street left turn into Kendal Street now one way and less prone to dangerous lane cutting</li> <li>• Connaught St and Kendal St now partially oneways, sharing traffic volume and discouraging bypass traffic due to less efficient routes.</li> <li>• Portsea Pl, Connaught St junction needs yellow box to allow freeflow into southward Connaught Sq</li> </ul>	

## APPENDIX A – RESPONSES TO CONSULTATION

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		<p>traffic. This allows tight junction to be less congested and visually impaired.</p> <ul style="list-style-type: none"> <li>• Existing Gully could utilise storm water gully system on new pavement preventing expensive replumbing.</li> <li>• Easter one-way Kendal Street has wider road (no pavement widening) to accommodate trucks (fire brigade and refuse trucks) to enter and turn into Coniston Gardens. May allow refuse trucks to enter Kendal St one-way for ease (requires specific signage).</li> </ul> <p>Morning Rush eastward traffic.</p> <ul style="list-style-type: none"> <li>• enters Connaught Street from Hyde Park St and Hyde Park Sq. (south)</li> <li>• mainly forced into Kendal Street to exit into Edgware Rd</li> <li>• Some early exits via Albion St</li> <li>• Some exit Kendal St via Portsea Pl to exit via Seymour St and Stanhope Pl.</li> <li>• 2 entries vs 4 exits</li> <li>• Any excursions via other roads will take too much time and get abandoned</li> </ul> <p>Evening Rush westward traffic.</p> <ul style="list-style-type: none"> <li>• enters at Kendal St, Connaught St and Seymour St.</li> <li>• mainly forced through Connaught St and Oxford Sq. to join Hyde Park St with some flow via Southwick Pl.</li> <li>• 3 entries vs 4+ exits</li> <li>• Any excursions via other roads will take too much time and get abandoned.</li> </ul>	

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>Additionally, I think the Village Green design is underwhelming in design and scope. It runs the risk of a very forgettable John Lewis styled design and result in somewhat emulating the look and feel of Burwood Place. It is regrettable that local representative have actively stymied alternative design ideas to eliminate choice.</p>	
25.	<p>██████████ ████████████████████  Email dated 28<sup>th</sup> February 2024</p>	<p>I am writing in connexion with the Connaught Village Green public realm proposals. In general, I think that they look good. I would make two suggestions:</p> <p>(a) I would make the cycle-path element (leading from Titchbourne Row) a different colour to the general paving so it's clear where the bikes should go. I am a regular cyclist, and I observe that without clearly defined pavements and cycle-paths, cyclists are apt to transgress onto pavements, and pedestrians can wander into the paths of cyclists and endanger themselves.</p> <p>(b) Please do NOT put in any permanent seating. It's a lovely idea in theory, but unfortunately it generally acts as a magnet for drug dealers/rough sleepers/aggressive beggars. If you absolutely have to instal seating, then please let it be of a design which is least suitable for these activities.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The scheme design aims to improve the delineation between cycle path and footway with in-ground cycle symbols and tactile paving. We do not propose a different coloured surface at this location, as the design includes natural stone paving appropriate in a conservation area.</p> <p>(b) Please see Comment 12 (c) above.</p>
26.	<p>██████████ ████████████████████ ██████████  ████████████████████</p>	<p>I have looked at your plans. The planting looks good, but the concept of seating is very poor. I have lived in Westminster for twenty years and seating just attracts anti-social behaviour. This would be extremely bad for local businesses as it would reduce footfall.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 12 (c) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 28 <sup>th</sup> February 2024		
27.	<p>██████████ ██████████ ██████████</p> <p>Email dated 28<sup>th</sup> February 2024</p>	<p>I reviewed the proposed plan. I do have an objection to public benches, we had a bench in that area before and it was a problem with anti-social behaviour. A recent introduction of public seating was introduced at Burwood Place/Edgware Road next to Barclays Bank that constantly attracts anti-social behaviour. Similarly, a public bench was introduced at St John's Church at Hyde Park Crescent that attracted anti-social activities, among others, the sale of illegal drugs. Let's not make a similar mistake here.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 12 (c) above.</p>
28.	<p>██████████ ██████████</p> <p>Email dated 28<sup>th</sup> February 2024</p>	<p>I am generally supportive, especially if there will be pavement tables for eating / drinking.</p> <p>I am against fixed benches or fixed seating as these will attract an anti-social element to the area, as has been experienced elsewhere.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 12 (c) above.</p>
29.	<p>██████████ ██████████ ██████████</p> <p>Email dated 28<sup>th</sup> February 2024</p>	<p>(a) Use the money that would be wasted here to help homeless and protect against anti-social behaviour which will come once again to the village if we supply benches</p> <p>(b) The Church Commissioners shop drop rents to avoid the area becoming a ghost village.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Please see Comment 12 (c) above.</p> <p>(b) This is not relevant to the context of this Traffic Management Order consultation, but these comments will be passed to the Church Commissioners.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
30.	<p>██████████</p> <p>██████████</p> <p>Email dated 1<sup>st</sup> March 2024</p>	<p>To whom it may concern,</p> <p>(a) As a local resident of Connaught Village, I am opposed to this entire plan. The trees as they are lovely and who would want to sit underneath where the birds poop all day?!</p> <p>(b) The additional seating will not attract locals, but most likely vagrants like the seats that were put outside Barclays Bank at the corner of Edgware Road. Locals have two huge, gorgeous parks – Hyde Park and Kensington Gardens at their disposal.</p> <p>(c) We do not want masses of bikes parked everywhere right in the middle of the village.</p> <p>(d) Rather than spending the money on this, invest in finding new tenants for all the empty shops and make it a more inviting village to come to.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Noted.</p> <p>(b) Please see Comment 12 (c) above.</p> <p>(c) General bicycle parking will be provided for in the scheme. For dockless bikes, Westminster has introduced an 18-month trial providing mandatory dockless parking locations across Westminster. This means users will need to end their trips in one of our designated bays. The closest bays are located in Hyde Park Square, with others nearby on Norfolk Square and the eastern end of Kendal Street. Users are subject to a warning and fines system if found to end their rides in an incompliant manner.</p> <p>(d) This is not relevant to the context of this Traffic Management Order consultation, but these comments will be passed to the landowner.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
31.	<p>██████████ ██████████</p> <p>██████████</p> <p>Email dated 1<sup>st</sup> March 2024</p>	<p>I am relieved that Kendal Street will remain two-way, and that good sense has prevailed.</p> <p>However, I continue to have concerns about installing permanent seating on the so-called Village Green. We may be off the beaten track insofar as the Burwood Place / Edgware Road seating issues are concerned, but word will quickly spread about the facility, compounded by the attraction of a drinking fountain.</p> <p>I would urge you to re-think this element of the scheme, and abandon plans for such street furniture. The Burwood Place experience is surely sufficient precedent, evidence and proof that these facilities consistently attract anti-social behaviour. It is a short-sighted proposal and, if effected, will impact badly on Connaught Village.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 12 (c) above.</p>
32.	<p>██████████ ██████████ ██████████ ██████████</p> <p>██████████</p> <p>Email dated 1<sup>st</sup> March 2024</p>	<p>With the demise of Le Pain and the closure of Abasto, each of which ceased trading for very different reasons, the local and potential visitor market for food outlets in the immediate area is west of Edgware Road as far as Lancaster Gate and north to Sussex Gardens - not the type of cuisine, quality or ambience offered by those on Edgware Road.</p> <p>Le Pain offered a style of cuisine, service and ambience that appealed to the local residential market and was one of the most successful and profitable outlets for the group in London. Abasto, whilst opening with the best of intentions to fill a gap in the market, changed direction with a change of ownership attempting to broaden its appeal to include different</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Your comments are noted, and these will be passed to the landowner for consideration.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>elements of the local community resulting in diminishing returns and eventual bankruptcy.</p> <p>It seems that the major freeholder in this location, the Church Commissioners, have little or no interest in providing a suitable choice and appropriate variety of either hospitality or retail outlets that suit or attract the local community or visitors to the area. Their attempts to date to create a brand image for the area are incoherent and a dismal failure. In addition to setting the rent levels too high, as can be seen by number of vacant premises on Connaught Street and on Connaught Green, their business model is flawed and, with the help and support of the Council, needs to be changed</p> <p>To develop an acceptable, viable and sustainable business model the Church Commissioners need to adopt a more flexible approach, must engage with the local community, both residents and businesses, to accurately assess the needs, expectations and potential for the medium and longer term not just prioritise quick returns which obviously is not working. The recent critical article in The Standard highlighted precisely the problems, the challenges and the reasons for their failure.</p> <p>As long term permanent residents in the area since [REDACTED], in addition to seeing it change and evolve with mixed results, we have always maintained in interest in local affairs to try and contribute towards its improvement.</p>	

**APPENDIX A – RESPONSES TO CONSULTATION**

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
33.	<p>██████████</p> <p>████████████████████</p> <p>Email dated 2<sup>nd</sup> March 2024</p>	<p>It is my opinion that every artist rendition (option) for the space is superior to what the said area is at present. Whilst I love ██████████ idea for the space, I do fear that it is slightly too artistic and revolutionary.</p> <p>Without doubt, the option for a Large Piazza would immediate transform the entire local and surrounding communities. Nothing could have as positive of an affect for businesses, local residents, and anyone who passes by, as creating this fully pedestrianised area. It is my understanding that those high-council members overseeing the Knightsbridge area have recently committed to making the Sloane-Street-end of Basil Street a fully pedestrianised area. This has come with a large investment of money into transforming the entire 'block' into a new luxury mixed-use space. Whatever cost is endured to those responsible for our London roads, the benefits to Connaught-Village and London in general shall certainly exceed it. So, if anyone is to read this message, I would strongly recommend to keep up the good fight in trying to attain this 'Large Piazza' reality. Furthermore, I would say that perhaps what could be done instead of a large piazza, is the removal of either one or both sides of vehicle parking on Connaught Street. This would provide a dramatically larger amount of space for pedestrians to walk leisurely and safely across, whilst still allowing cars to pass through.</p> <p>The only other comment I would make pertains to the brutalist apartment block which the Pain Quotidien</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>The City Council has not proposed a large piazza as an option and this scheme does not attempt to make changes to traffic management in the area or to create a fully pedestrianised space. The public realm project seeks to expand existing areas of public and pedestrian space with a minor impact on parking.</p> <p>The comments on architecture are noted but beyond the scope of the project. Suggestions can be passed onto the landowner.</p>

**APPENDIX A – RESPONSES TO CONSULTATION**

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>used to be located in. Interestingly, every artist has been sure to produce a render in which large green trees cover the entire view of the brutalist building. I am unfortunately of the belief that there is no way around it: the vast majority of brutalist buildings (though not all) are rather ugly and destructive to the harmony of the surrounding area. As a Londoner, I have often thought what could be done at a low cost to improve the exterior facades of particularly ugly brutalist builds. Thus, I would say that perhaps a low-cost design could be implemented onto the external facade of said brutalist building. I cannot say for certain what such a design would be, but perhaps someone more creative than I could. My ideas thus far include: white-stucco paint, green paint, creation of a section of hanging plant walls, creating new window frames for floors 1 to 7, and original art instillation*. It is just my opinion, but I believe that this building negatively affects the Connaught Village essence. Thus, I would recommend going as far as suggesting it be sold off to a property developer to be demolished and built anew as a mixed-use space. However, I do also believe that something quicker and more cheaply could produce a desired outcome, that being, to improve the beauty of the large facade.</p> <p>Anyways, thank you for your time to whoever reads this message</p>	
34.	<p>██████████ ██████████ ██████████</p>	<p>I work ██████████ Connaught village ██████████ ██████████. I'm disappointed to see that the council has scaled back its already limited proposals and will not be introducing any measure to reduce traffic and car</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 14 (b) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>████████████████████</p> <p>Email dated 2<sup>nd</sup> March 2024</p>	<p>dominance bar the removal of 3 parking spots. This is a wasted opportunity to improve the area and support the local businesses.</p> <p>As you can witness by the improvement Westminster made on St John's Wood high street and the Strand, the community and local businesses benefit from reducing space dedicated to cars and traffic flow despite some initial loud opposition.</p> <p>I urge you to be more ambitious in the plans you bring forward as these are likely the only opportunity for the next decades to improve our city and we run the risk of Westminster falling behind and not living on its full potential.</p>	
35.	<p>████████████████████</p> <p>████████████████████</p> <p>Email dated 2<sup>nd</sup> March 2024</p>	<p>I'm a resident of ██████████ and applaud the council for recognising the need to improve Connaught Village.</p> <p>(a) However, the plans do not go near far enough. The number one issue is traffic - and it does nothing to deal with this. I'd urge a rethink.</p> <p>(b) There's massive local support for the piazza idea and a one-way traffic system like St Johns Wood. This would make a real difference. The current plan, while a step in the right direction, really is a waste of money.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Please see Comment 14 (b) above.</p> <p>(b) The City Council has not proposed a piazza as an option and this scheme does not attempt to make changes to area traffic management. The public realm project seeks to expand existing areas of public and pedestrian space.</p>
36.	<p>██████████</p> <p>████████████████████</p>	<p>I live on ██████████ and walk through this area daily.</p>	<p>The City Council thanks ██████████ for their comments.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p style="background-color: black; color: black;">[REDACTED]</p> <p>Email dated 2<sup>nd</sup> March 2024</p>	<p>(a) I'm disappointed to see this scheme get scaled back at every iteration. This proposal is better than the current layout, but the very modest ambition is a wasted opportunity. Rat-running will continue unabated through this area. In particular the continuation of two way running on Kendal Street I believe will make the delivery of CS43 harder to achieve, as many of those cars continue on to George Street.</p> <p>The pedestrian crossings that are not explicitly marked in the new scheme are problematic today and will not be noticeably improved by this scheme:</p> <p>(b) Crossing Kendal Street on the north side of Connaught Street. I don't see what purpose the coloured pavement really serves. Traffic should yield to pedestrians when turning off Connaught Street onto Kendal Street by the recent highway code update but as any person who has set foot into a street will know... this does not happen. Furthermore, westbound traffic on Kendal Street tears around the corner, coming to an abrupt halt at Connaught Street, without a care in the world as to any pedestrian who might be crossing.</p> <p>(c) The retention of two-way traffic on Kendal Street really means a better solution for pedestrians must be found for this crossing. Even within the bounds of the current layout, the new trees on the two corners seem to block visibility of pedestrians waiting to cross from</p>	<p>(a) Please note that this is the second iteration of the design where the only significant amendment from the first consulted design is for Kendal Street to revert to two-way traffic. The scheme proposes public realm improvements, but it is not in the scope of the project to manage rat running traffic.</p> <p>(b) The crossing distance at Kendal Street on the north side of Connaught Street will be made shorter and the buff surface treatment is designed to highlight the crossing to motorists who should give way to pedestrians. A bollard at the corner will deter left turning vehicles into Kendal Street from cutting the corner.</p> <p>(c) There are two new trees proposed on the south side of Connaught Street which should not be detrimental for pedestrian sight lines. No new trees are proposed for the pedestrianised area to the north.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>both east and westbound traffic on Connaught Street. Were those placements reconsidered after the update to two-way traffic with this in mind? (The situation seems worse to me for the left turn from eastbound Connaught Street into Kendal Street).</p> <p>(d) Faced with the unappetising prospect of the Kendal Street crossing, pedestrians wanting to cross both Kendal and Connaught streets who come from the east on Connaught Street will be very tempted to take the unmarked crossing to cross Connaught Street where the pavement is widened. I believe this would actually be safer than crossing both streets, as very little traffic from Kendal Street will turn left into Connaught Street (and any such traffic will have come to a halt before making the turn). This means the pedestrian will have a clear view of all cars before attempting to cross.</p> <p>(e) Crossing Albion Street on the south side of Connaught Street. Mercifully there is not much traffic coming northbound on Albion Street as there is no access from Bayswater Road. Nevertheless this crossing is also difficult as traffic from Connaught Street does not yield to pedestrians when turning into Albion Street. Perhaps the raised table will help? But there should be more done.</p> <p>(f) The difficulty in crossing Albion Street at Connaught leads pedestrians to cross Connaught Street on the west side of Albion Street today. The widened pavements narrow this crossing but do not</p>	<p>(d) Noted.</p> <p>(e) Noted. The footway buildout and raised table should help pedestrians.</p> <p>(f) Noted. The project team looked at the potential of a parallel crossing with cyclists and pedestrians, but this was not taken forward. Please see Comment 16 above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>make it significantly safer than it is today. Cyclists trying to get from Albion Street into Titchbourne Row are left to fend for themselves. In this new layout just as today, and for the non-local driver this is an unexpected manoeuvre, adding to the danger.</p> <p>Taking all of these in total, I think that pedestrians deserve much more consideration in this new layout than they have been given.</p> <p>In an unrelated comment: I hope the widened pavements will offer more scope for outdoor dining (subject to required permits).</p>	
37.	<p>██████████ ██████████████████ ██████████████████  ██████████████████</p> <p>Email dated 3<sup>rd</sup> March 2024</p>	<p>(a) I strongly object to the retained inclusion of seating in this scheme, firstly noting the high number of people who objected to the inclusion of seating in the previous informal consultation exercise undertaken.</p> <p>While understanding that the seating, as now proposed, is 'modular' (presumably removable), the fact that you are including seating that is designed to be removed in the event of anti-social behaviour indicates that the council anticipate removing such seating will be necessary, otherwise you would not have made the seating of a modular design.</p> <p>The location of these proposed seats is located close to several side streets, generally quiet residential</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Please see Comment 12 (c) above.</p> <p>The modular design of the benches was proposed from the outset to allow flexibility and a cost-effective design compared with, for example, a granite bench that would require foundation design.</p>



**APPENDIX A – RESPONSES TO CONSULTATION**

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>streets where noise from Connaught Street already transmits, particularly at nighttime, given the overall lack of noise in the area. The inclusion of seating presents a major risk to the amenity of local residents in terms of increased disturbance at anytime of the day or night from people congregating on the seating included in this scheme. (For context, during the pandemic, I had to engage officers from the Met Police to 'move on' a number of people who regularly congregated at the junction of Titchbourne Row and Connaught Street due to the disturbance that their presence caused.)</p> <p>In my experience as a former [REDACTED], I have intervened to have outdoor benches removed or significantly relocated for reasons that are comparable to what I describe above.</p> <p>Furthermore, the seating that was introduced in Burwood Place, W2, albeit less intrusive to local residents, has become a magnet for anti-social behaviour - e.g. large groups congregating, eating and drinking, and littering the area with their food debris.</p> <p>(b) I am also not supportive of the inclusion of ground-level planters, as these tend to attract litter and risk becoming toilets for local dogs (we already suffer a high prevalence of dog fouling in the area). The Council would be impacted by higher cleaning costs - unless you intend local residents to foot the bill through their garden maintenance payments to the Church Commission?</p>	<p>(b) The planters will have a raised edge to deter dogs and stop litter being blown into the planted areas. The plants will be maintained by the Church Commissioners' gardens maintenance team at no cost to the City Council. We cannot comment on private maintenance payments, but these comments</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>Please exclude the benches and planters from this scheme.</p>	<p>will be passed to the Church Commissioners for consideration.</p>
<p>38.</p>	<p>██████████ ████████████████████  Email dated 3<sup>rd</sup> March 2024</p>	<p>I'm a local resident (living in W2) and wanted to give feedback on the proposals.</p> <p>I oppose the proposals.</p> <p>(a) I think they're a little disappointing: they don't really address the through traffic and seem to be spending &gt;£1m on a scheme that from what I can tell is primarily tweaking the pavements a bit, adding a couple plants, benches and a drinking fountain.</p> <p>(b) It's unclear how you've come to the decision to continue to have Kendal Street two-way and connected to Connaught Street here, especially given the majority of respondents previously supported the proposals to make it one-way. It'd be great to see some traffic modelling supporting the case that it does create significantly more traffic in surrounding areas if this is the claim.</p> <p>I think it would be better if the council chose whether this is supposed to be a through-traffic street, or a local shopping district, and then focus on one goal. This halfway house between trying to make it a nice pedestrian area (and likely not succeeding) and keeping the problems with traffic (as this proposal doesn't seem to address them) seems the worst of both worlds.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Please see Comment 14 (b) above.</p> <p>(b) 53.4% of respondents supported the overall scheme in the previous consultation. However, a significant proportion of local residents opposed one way traffic on Kendal Street owing to concerns raised about displaced traffic that was felt would result from the one way.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>its primary objective to make the area more people friendly and to encourage more retail/service businesses. It will be a waste of taxpayer's money.</p> <p>(b) Secondly, assuming it does go ahead, it needs an additional pedestrian crossing at the end of Kendal Street rather than the proposed raised area. There are poor sightlines for traffic coming to the junction along Kendal Street and for those turning into Kendal Street – a raised area will not provide pedestrians with crossing priority and security. Look at Marylebone High Street to see how multiple pedestrian crossings can slow traffic and provide pedestrian security.</p>	<p>(b) Noted. The raised table and shorter crossing distance will provide an improved facility for pedestrians at this corner.</p>
41.	<p>██████████ ██████████ ██████████ ██████████</p> <p>Email dated 5<sup>th</sup> March 2024</p>	<p>I live at ██████████.</p> <p>I have recently received (by post) your Connaught Village Green Public Realm Improvement Scheme details and wanted to make the following representations about the proposal:</p> <p>Titchborne Row proposed schedule Westminster is trying to encourage pedestrian and cycle travel with reduced emissions and better quality air.</p> <p>(a) But.....the current status is not sustainable as numerous cars, on a daily basis, come to the dead-end having not seen the road signage that there is "No through way". The cars then have to perform a 3-point turn, ignoring cyclists and pedestrians and often coming close to causing horrific injuries to the pedestrians and cyclists. Without any further action by Westminster there will potentially be fatal casualties.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Signage at Hyde Park Crescent and Titchborne Row already exists to advise of the 'no through road'. The signs will be reviewed in detailed design.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>SUGGESTION: Westminster needs much larger signage that there is (a) No left hand turn from Oxford Square into Titchborne Row and (b) There is no through-way when approaching Titchborne Row from Hyde Park Crescent.</p> <p>YOU NEED TO STOP THE CAR FLOW INTO TITCHBORNE ROW EXCEPT FOR RESIDENTS TO PARK THEIR CARS.</p> <p>(b) YOU ALSO NEED TO STOP LARGE LORRIES USING THE ROAD TO DELIVER SUPPLIES TO SHOPS (eg Le Pain Quotidien used to receive food supplies daily from large lorries - these deliveries need to use your new proposed parking bays on Connaught and Kendal Street.</p> <p>(c) New green space for outdoor seating            Whilst I look forward to a greener environment at the heart of Connaught Village with biodiverse planting and seating            But.....I am very concerned about the persons congregating together in this space and carrying out "Anti-Social behaviour".            Often these spaces attract persons who may drink alcohol or take drugs as they are able to sit down and "hang around"            WHAT PROCEDURE DO YOU HAVE IN FORCE TO PROTECT RESIDENTS FROM THIS HAPPENING?            HOW WOULD ABUSE BE REPORTED AND HOW WOULD YOU FOLLOW-UP?</p>	<p>(b) Deliveries should be made from the loading bay provided on Kendal Street or at the rear of the building. We will work with the landowner to ensure building occupants use the appropriate loading areas where possible.</p> <p>(c) Please see Comment 12 (c) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>I look forward to hearing your comments on my representations - I have copied into this mail my wife who shares the same concerns as me.</p> <p>(d) Lastly, could you confirm, that on the proposed plan, curved markings in red corresponds to planned seating areas?</p>	<p>(d) That is correct.</p>
	Email dated 6 <sup>th</sup> March 2024	Please can you answer my question about the RED curved edging in the plans - is this the proposed seating which I am strongly against for the anti-social reasons explained?	<p>WSP replied to [REDACTED] on 6<sup>th</sup> March 2024 as follows:</p> <p>Thank you for your email.</p> <p>I can confirm that the red curved markings on the “Proposed Layout” drawing do show the planned seating areas.</p> <p>I have attached the “Scheme Layout” drawing showing the streetscape improvements, further details of the scheme may also be viewed at <a href="https://connaughtvillagegreen.commonplace.is/">https://connaughtvillagegreen.commonplace.is/</a></p>
42.	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>Email dated 5<sup>th</sup> March 2024</p>	<p>With regard to the consultation, I would like the following to be considered.</p> <p>Namely that you should reinstate the 1-way proposal in Kendal St and, furthermore, implement much needed measures to reduce the traffic going along Kendal St towards the new green.</p>	<p>The City Council thanks [REDACTED] for their comments.</p> <p>The change of design on Kendal Street was made following the first consultation and a subsequent public meeting in September 2023 where objections were made to the proposal for a section of one-way working on Kendal Street on the grounds of displaced traffic and road safety further along Connaught Street.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(e) I would like to see two refuse bins there. The bin near Oxford Square needs to be removed because it encourages fly tipping.</p> <p>(f) Also, Titchborne Row is a dead end but numerous cars don't realise and nevertheless drive down it. This scheme proposes nothing to solve the problem of numerous cars having to do three point turns. Parked cars are regularly damaged. The cars need to be better stopped/directed before they enter Titchborne Row.</p> <p>Overall this proposal is very unsatisfactory and poorly thought out in my opinion.</p>	<p>(e) This comment will be passed on to the waste team for review.</p> <p>(f) Signage at Hyde Park Crescent and Titchborne Row already exists to advise of the 'no through road'. The signs will be reviewed.</p>
44.	<p>██████████ ██████████ Email dated 7<sup>th</sup> March 2024</p>	<p>Nothing has really changed in this latest proposal other than the abandoning of a one-way system in Kendal Street which was ill conceived and not thought through from day one.</p> <p>(a) From your own figures, support was marginal and the percentage of objectors that bothered to take part should be telling you that this is an unnecessary and hence unpopular proposal. It is nothing more than tinkering round the edges of an area which works perfectly well.</p> <p>(b) This still looks like an LTN by stealth which will have the reverse effect than that intended. It will kill off more retailers than have already given up. The street still needs vehicular borne customers from outside the</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Generally, the scheme was well received during the first consultation (March-April 2023), and many comments supported the principle of the improvements but objected to design aspects. This update attempts to address these whilst keeping the main aim of the project to provide an improved public realm.</p> <p>(b) The scheme does not propose any traffic management changes or attempt to address traffic management issues in the wider area, but is concentrated on providing public realm improvements around the existing pedestrian</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>local area not a raft of proposals to further discourage customers.</p> <p>(c) To reiterate a] this is not a village b] the area will never be a village green c] two cafes opposite each other have closed and may never reopen as cafes again so the artists impressions are mis leading at the very least, d] you are only creating an area for anti-social behaviour and the congregating of cycle delivery drivers etc, e] nobody other than them will ever want to use the public seating. There is a very large village green nearby called Hyde Park which is very well used by local people.</p> <p>(d) This scheme could never represent value for money using any yardstick when there are much more pressing items involving road safety such as:-</p> <p>a] at the northern end of Connaught Square where somebody has been killed,</p> <p>b] the junction of Connaught Street with the eastern side of Connaught Square where traffic turns the road into a one-way street to avoid the traffic queues leaving pedestrians running to cross the road,</p>	<p>spaces at Connaught Street and Kendal Street junction with minimal parking and traffic impacts. One of the main aims of the scheme is to make the area more attractive to the community with the intention that this will add vibrancy to the area and encourage more footfall.</p> <p>(c) Noted.</p> <p>(d) As follows:</p> <p>a] &amp; b] &amp; e] The Connaught Street / Connaught Square junction does not form part of this scheme. However, footway buildouts have been proposed under the Cycleway C43 scheme should it go ahead. It should deter drivers from making this movement.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>c] educating and prohibiting cyclists that the eastern and western sides of Connaught Square are not two way before inevitably a cyclist is killed on the bend opposite Connaught Square Doctors Practice [41 Connaught Square]</p> <p>d] improvements to visibility splays in many locations of emerging side streets into the main traffic flow of Connaught Street such as Portsea Place, Porchester Place, Archery Close. Double yellows do not do anything unless policed.</p> <p>e] the junction of the eastern side of Connaught Square and Stanhope Place where regardless of the 20mph "STOP" signs inevitably somebody will be killed as I watch cars, bikes and motorcycles not even slow down when crossing the crossroads.</p> <p>(e) On a similar safety subject the location of the proposed loading bay looks very wrong in so much as its opposite the Kendal Street junction and any lorries using it will project towards the centre of Connaught Street so effectively double park and narrow what little available road width is left. Chaos in the making</p>	<p>c] Adequate signage shall be provided for the Cycleway C43 scheme should it go ahead.</p> <p>d] These locations are out of the scope of this scheme. Porchester Place is included in the C43 proposals and will have visibility splays appropriate for the cycling measures.</p> <p>(e) The loading bay will contain vehicles within the kerb-line on a footway pad and so vehicles parked there should not project into the carriageway.</p>
45.	<p>██████████</p> <p>████████████████████</p> <p>Email dated 7<sup>th</sup> March 2024</p>	<p>Thank you for the opportunity to comment on the outcome of the consultation relating to the public realm proposals in the area around Kendal Street, Connaught Street and Albion Street, London W2.</p> <p>Firstly, thank you for listening and responding to the opposition to the proposal to make Kendal St one way. I note that two-way traffic will be retained, and I am</p>	<p>The City Council thanks ██████████ for their comments.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>grateful for this. The improvements to the crossing across the mouth of Kendal St will be welcome.</p> <p>(a) With regard to various other proposals, I think that it is important that the Council is up to date on the shop occupancy in the area. At present the large shop unit that was Le Pain Quotidien has closed and has called into question why anyone would want to sit in this area. Also there are two vacant shops opposite on Connaught Street. There is now no reason why anyone would stop here with the green spaces and coffee shops of Hyde Park in plain sight. The probability of antisocial behaviour remains high particularly with no activity in these units. Historically a bench in the area has been removed because of such behaviour.</p> <p>(b) With regard to the loss of parking again it is important to note one new shop that is doing a roaring trade at the junction of Connaught Street and Porchester Place. They get visitors from far and wide, anecdotally Oxford is the greatest distance travelled that I have heard of, and parking is necessary for their customers. Let's give a successful business a helping hand rather than make it more difficult for their customers to park. The loss of PbP [pay-by-phone] is not helpful to residents either as we all need somewhere for our contractors, engineers etc to park.</p> <p>(c) Also I note the loading bay that is shown as being opposite the junction of Kendal Street and Connaught Street. Is this really the right place for this</p>	<p>(a) These comments will be passed to the landowner. Please see Comment 12 (c) above.</p> <p>(b) Parking occupancy levels were reviewed to ensure minor loss of parking could be accommodated without leading to parking saturation, and resident and visitor parking will still be available in the vicinity of the shops on Kendal Street and Connaught Street.</p> <p>(c) The loading bay effectively replaces an equivalent length of single yellow line that is currently used for loading, so we do not see</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>opposite a junction!! We all know the truck drivers don't take time to park properly and just pull over. Couple that with the unnecessary curb build outs here (and on Albion Street) where we already have a pedestrian crossing and you are creating a dangerous pinch point where this is not one at present. We can cross the road, thank you. Also this loading bay is actually in front of peoples homes. Can that be right?</p> <p>(d) Where build outs are badly needed but don't appear to get any attention is the junction of Connaught Street and the eastern side of Connaught Square. That needs real attention not puffy public realm utopia projects that are simply not needed. We are not a village no matter how many times it is repeated to try and convince people that it is. We are, at best, a neighbourhood and I suggest that the Church Commissioners put their money into encouraging tenants with rent free periods etc to improve footfall. It also begs the question as to why they don't turn some of the vacant shops into residential, particularly on Connaught Street as the units are really too small to be viable.</p> <p>(e) WCC could employ more marshalls and neighbourhood wardens to look after the area and stop the build up of rubbish on corners and poor parking on the existing double yellow lines.</p> <p>Apart from the improvement to the junction of Connaught and Kendall Street the rest of the work is superfluous.</p>	<p>this presenting any particular issue. The loading bay will contain vehicles within the kerb-line on a footway pad and so vehicles parked there should not project into the carriageway. A road safety audit has been carried out and did not identify the loading bay as a potential problem.</p> <p>(d) The Connaught Street / Connaught Square junction does not form part of this scheme. However, footway buildouts have been proposed under the Cycleway C43 scheme should it go ahead.</p> <p>(e) Residents concerned about the accumulation of litter can contact the City Council's Cleansing Team at the following website address:  <a href="https://www.westminster.gov.uk/report-it">https://www.westminster.gov.uk/report-it</a>                      and selecting the appropriate category.</p> <p>Incidences of parking contraventions can be reported directly to the City Council using the form at the following website address:</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			<a href="https://www.westminster.gov.uk/report-parked-vehicle">https://www.westminster.gov.uk/report-parked-vehicle</a>
46.	<p>██████████  ██████████  ██████████  ██</p> <p>Email dated 10<sup>th</sup> March 2024</p>	<p>I write with regard the above and object with the proposals which I feel are not in the interest of the neighbourhood and those who live in it.</p> <p>(a) Creating a new green space at the heart of Connaught Village with biodiverse planting, outdoor seating, and new paving in natural stone; This will end up as a spot where outsiders will gather and make a mess – You only need to look at what was done at Burwood Place to understand my concerns. The place is an eyesore and filthy.</p> <p>(b) Improved crossings with a raised table and shorter crossing distances to increase pedestrian comfort; - with traffic restricted to 20 mph I think this money could be put to much better use.</p> <p>(c) Updating the north - south cycle link via Titchborne Row to encourage pedestrian and cycle travel, reduce emissions and improve air quality; why do the residents and the motorists within the residents continue to be squeezed off the roads. The neighbourhood, with the introduction of 20 mph limits, is much safer than it used to be for all road users (motorists, cyclists and pedestrians) Why is a minority who pay no road taxes and have no respect to the highway code always being given extraordinary rights. Only recently was I nearly hit by a cyclist who</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The aim of the scheme is to bring public realm benefits to the area of Connaught Village by improving the pedestrian environment with footway widening in new natural stone paving and creating a focal point for the community to enjoy. The intention is to support local businesses by creating a positive environment with more footfall.</p> <p>(b) Noted.</p> <p>(c) Noted.</p>

**APPENDIX A – RESPONSES TO CONSULTATION**

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>did not stop at a red light as I was crossing the road. This is not the first time.</p> <p>(d) Widening the footway at the southern side of Connaught Street (between the junction of Albion Street and Kendal Street) with a loading bay, two trees and cycle stands; presume this will lead to the loss of some resident parking spaces.</p> <p>(e) Providing a place for residents to socialise with additional seating and access to free drinking water; if the Council is so deluded to believe this they should be ashamed of themselves. Again, look at Burwood Place an absolute mess.</p> <p>(f) Providing additional cycle stands on Connaught Street. We certainly do not need more cyclists to endanger the residents.</p>	<p>(d) Three Pay by Phone parking bays are removed and there are no resident parking changes at the southern side of Connaught Street (between the junction of Albion Street and Kendal Street).</p> <p>(e) Please see Comment 12(c) above.</p> <p>(f) Providing cycle parking is an important measure to help encourage and facilitate active travel.</p>
47.	<p>██████████ ████████████████████ ██████████  ████████████████████  Email dated 10<sup>th</sup> March 2024</p>	<p>I hope this letter finds you well. I am writing to express some concerns regarding the proposed improvements outlined in the scheme for our neighbourhood, particularly focusing on the area surrounding the corner of Kendal Street and Edgware Road. While the proposed improvements are commendable and aim to enhance the overall environment of Connaught Village, there are several key issues that have not been adequately addressed:</p> <p>(a) Lack of Attention to Our Building Surroundings: As residents living on ██████████ ██████████, we have not seen any plans to improve the immediate surroundings of our buildings.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) This section of Kendal Street does not fall within the scheme extent.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>It is crucial that any redevelopment plans take into account the entire neighbourhood, including our corner, to ensure equitable distribution of resources and enhancements.</p> <p>(b) Concerns Regarding Shisha Places: We are deeply concerned about the potential establishment of shisha places, similar to Shishawi, in our neighbourhood. Such establishments can have detrimental effects on public health due to second hand smoke and other associated risks. We strongly oppose any plans to introduce such businesses into our community.</p> <p>(c) Need for More Walking Space and Traffic Management: Our neighbourhood suffers from a lack of adequate walking space, exacerbated by the presence of cars speeding through the area. We urge the incorporation of measures to prioritize pedestrian safety and comfort, including the implementation of traffic calming measures and the creation of more pedestrian-friendly zones.</p> <p>(d) Call for More Greenery: The current environment lacks sufficient greenery and trees. We believe that the addition of more trees and green spaces would not only enhance the aesthetic appeal of the neighbourhood but also contribute to improved air quality and overall well-being of residents.</p>	<p>(b) This comment is noted but it is outside the context of the Traffic Management Order consultation but will be passed to the landowner for consideration.</p> <p>(c) The scheme will provide pedestrian benefits by removing the cul-de-sac parking and open up more space for walking and greening. It does not attempt to address wider traffic management issues in the area, but is concentrated on providing public realm improvements around the existing pedestrian spaces at Connaught Street and Kendal Street junction.</p> <p>(d) Under the current proposal, four planter areas and two trees are being introduced.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(e) Request for Comprehensive Information: We kindly request comprehensive information about the proposed plans to change the surroundings of our building. It is essential that residents are fully informed and consulted throughout the planning process to ensure transparency and inclusivity.</p> <p>In conclusion, while we appreciate the efforts to improve our neighbourhood, we urge the authorities to address the aforementioned concerns and ensure that any redevelopment plans align with the needs and priorities of all residents. We look forward to your prompt response and meaningful engagement on these matters. Thank you for your attention to these important issues.</p>	<p>(e) The City Council currently does not have proposed plans for this section of Kendal Street ( [REDACTED] ) within the Connaught Village public realm scheme.</p>
48.	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>Email dated 10<sup>th</sup> March 2024</p>	<p>Please take the time to read my objections to your scheme for Connaught Village. I have lived in the area for more than [REDACTED] and care about what happens here.</p> <p>(a) In regards to creating a new green space. We have Hyde Park on our doorstep. What could be nicer.</p> <p>(b) We have cafes with outdoor seating, there's no need for any additional free seating.</p> <p>(c) Why do we need new natural stone paving. All of the above is a great waste of money that could be put to much better use.</p>	<p>The City Council thanks [REDACTED] for their comments.</p> <p>(a) Providing more green space will enhance the area, it will create a more attractive and pleasant environment for residents and visitors.</p> <p>(b) The seating proposed under this scheme will allow people to rest and socialise within the public space.</p> <p>(c) Natural stone paving will enhance the 'look and feel' of the public realm appropriate to a conservation area.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(d) The crossing we have is fine as it is. There is really no need to raise or shorten it.</p> <p>(e) The footpath does not need widening. It is wide enough for everyone to walk without bumping into one another. We certainly do not need the suggested 2 trees.</p> <p>(f) I believe the cycle link is functioning well as it is.</p> <p>(g) Residents do not need either a drinking water fountain or seating in the area. I also believe having these will encourage anti-social behaviour and litter.</p> <p>(h) I am not a cyclist, but I feel it would encroach on residential parking and lead to an ugly accumulation of bikes which will be a hazard to pedestrians.</p> <p>Once again I would like to stress that these changes will not enhance or enrich the area.</p>	<p>(d) The crossing distance is reduced compared to the existing and is designed to be safer and more convenient for pedestrians.</p> <p>(e) Widened footway will allow for improved pedestrian movements and to provide additional space for public space features and potential outdoor dining. Tree planting also aligns with the Fairer Westminster strategy in terms of providing more greening.</p> <p>(f) Noted, however the design has taken the opportunity to improve this link.</p> <p>(g) Noted.</p> <p>(h) Noted. The cycling measures do not in themselves make any changes to resident parking. Cycle parking should be kept within the areas of the cycle stands. For dockless bikes, Westminster has introduced a mandatory dockless parking scheme across Westminster. This means users will need to end their trips in one of our designated bays. The closest bay is in Hyde Park Square. All bays will be monitored by the operators to ensure that any bikes parked outside of dedicated bays are identified and removed quickly</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
49.	<p>██████████ ██████████</p> <p>██████████</p> <p>Email dated 11<sup>th</sup> March 2024</p>	<p>Please no bench or seating needed or wanted!</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 12 (c) above.</p>
50.	<p>██████████ ██████████</p> <p>Email dated 11<sup>th</sup> March 2024</p>	<p>To whom it may concern, below are given objection to the 8058/HWB consultation re the so-called "Connaught Village Green".</p> <p>(a) <i>Creating a new green space at the heart of Connaught Village with biodiverse planting, outdoor seating, and new paving in natural stone;</i></p> <p>There is no "Connaught Village". References to "Connaught Village" are a misnomer. All references should be to the correct name of Tyberia.</p> <p>(b) <i>Creating a new green space at the heart of Connaught Village with biodiverse planting, outdoor seating, and new paving in natural stone;</i></p> <p>None of the proposed changes are warranted. The proposed changes appear to be a reflection of TFL's and WCC's efforts to create traffic chaos in the area. The proposed changes will only make it more difficult for local residents to drive in and out of the neighbourhood.</p> <p>The proposed changes will not encourage anyone to visit the area, whether driving, on foot or by bicycle.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Noted, however the name is already in use on building facades on Connaught Street and will be familiar to many people in the area.</p> <p>(b) The scheme is not funded by TfL. There are no traffic management proposals that will affect driving routes through the area. The improved public realm we hope will make the area a more attractive and welcoming place for people to visit and residents to enjoy. Four new green areas of planting are proposed, with two trees on Connaught Street (south side).</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>By no stretch of the imagination can the proposed changes be deemed to create a green space, which in light of the business nature of the designated streets is not warranted.</p> <p><i>(c) Improved crossings with a raised table and shorter crossing distances to increase pedestrian comfort;</i></p> <p>Raised tables and short crossing distances are NOT warranted.</p> <p>I have lived in this area for 14 years and have never had a problem with crossing a road safely along Connaught Street, or anywhere else.</p> <p>The existing crossing at the corner of Albion St/Connaught St is more than adequate for the local footfall.</p> <p>Raised tables and extended curbs only encourage pedestrians to ignore the rules of the road and simply walk out in front of moving vehicles without consideration for their own safety or the safety of those driving vehicles.</p> <p>Also, raised tables create a traffic hazard for nighttime driving as vehicles are raised in the air and headlights blind drivers in oncoming traffic.</p> <p>The changes would also impact the manoeuvrability of large vehicles driving through the area – i.e. delivery</p>	<p>(c) The crossing facilities are considered inadequate and are proposed to be improved to make them safer and easier for pedestrians to navigate. The design has been reviewed by an independent road safety auditor and any safety issues addressed accordingly.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>trucks, rubbish collection lorries, etc. and impact the safe travel of ambulances and fire trucks.</p> <p>(d) <i>Retention of two-way traffic on Kendal Street (a change to the original proposals), but improving the pedestrian crossing facility at the junction with Connaught Street;</i></p> <p>Kendall Street must remain 2-way traffic. All roads need to remain 2-way traffic in this area. The proposed changes to the pedestrian crossing at Kendall St / Connaught St are not necessary. The current pedestrian crossing presents is not dangerous. Any changes will, however, cause traffic back-up along Kendal Street and Connaught Street.</p> <p>(e) <i>Updating the north - south cycle link via Titchborne Row to encourage pedestrian and cycle travel;</i></p> <p>Any "updating" changes to the existing link will NOT encourage pedestrian and cycle traffic. Leave the access as is. It works as it is.</p> <p>(f) <i>Widening the footway at the southern side of Connaught Street (between the junction of Albion Street and Kendal Street) with a loading bay, two trees and cycle stands;</i></p> <p>Widening the footpath at Connaught St and Albion St will negatively effect two way traffic on Connaught St and create traffic delays.</p>	<p>(d) The crossing here will be improved for pedestrians while not impacting on traffic movements.</p> <p>(e) We do propose to retain the access for cyclists but improve it by making the access point wider and provide tactile paving for partially sighted or blind people crossing the cycle path.</p> <p>(f) Noted. The road capacity for through traffic will remain the same on Connaught Street.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>The “2 trees”, whether in planters or installed in the pavement area, will not improve the area.</p> <p>Cycle stands are not warranted. Despite an existing abundance of cycle stands in the neighbourhood – which obstruct pedestrian space on the pavement – bicyclists never use them.</p> <p><i>(g) Providing a place for residents to socialise with additional seating and access to free drinking water;</i></p> <p>Absolutely NOT. Residents will not “socialise”. Example: The so-called social seating on the now destroyed two-way carriageway on Burwood Place at the junction with Edgware Road is a disaster. The seating is generally occupied by drinkers and beggars. Drug vials also litter the area. The so-called environmental planters are used as litter bins and people use them as urinals.</p> <p>Other trash is dumped in the planters, on the pavement and in the road – ie cigarette butts, food wrappings, etc. The over-sized planters are ugly, and the plantings are useless.</p> <p>There is absolutely no need to install any more so-called “social seating” anywhere as it will only encourage more anti-social behaviour in the neighbourhood.</p>	<p>(g) Please see Comment 12 (c) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(h) and, <i>Providing additional cycle stands on Connaught Street.</i></p> <p>No. There are plenty of bike stands in the area already that are not used since those using “free” or “rented” bicycles simply dump the bicycles when they finish using them. Locals take their bicycles home with them.</p>	<p>(h) Cycle stands are an important feature to be provided within the scheme to support active travel.</p>
51.	<p>██████████</p> <p>████████████████████</p> <p>Email dated 12<sup>th</sup> March 2024</p>	<p>To optimize and make a street attractive to customers and the right kind of shops, consider these strategies:</p> <p>(a) <b>**Pedestrian-Friendly Environment:**</b> Create wide sidewalks, pedestrian zones, and safe crossings to encourage foot traffic.</p> <p>(b) <b>**Attractive Storefronts:**</b> Encourage visually appealing storefronts with attractive signage, window displays, and lighting to draw in customers.</p> <p>(c) <b>**Mixed-Use Development:**</b> Incorporate a mix of shops, restaurants, cafes, and other businesses to create a vibrant and diverse atmosphere.</p> <p>(d) <b>**Public Spaces:**</b> Develop public squares, parks, or seating areas where people can gather, socialize, and enjoy outdoor activities.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Widened footway is proposed at the junction of Albion Street / Connaught Street, a section of the southern side of Connaught Street and the junction of Kendal Street / Connaught Street.</p> <p>A raised table with a buff-coloured crossing strip will be provided at Kendal Street to allow safer crossing.</p> <p>(b) This is outside the context of the Traffic Management Order consultation, but will be passed to the landowner for consideration.</p> <p>(c) Please see Comment (b) above.</p> <p>(d) Benches are proposed as part of the scheme. The Council currently does not have</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(e) <b>**Events and Activities:**</b> Organize regular events such as street markets, festivals, art exhibitions, or live performances to attract visitors and create a sense of community.</p> <p>(f) <b>**Local Character: **</b> Preserve or enhance the unique character and heritage of the street, including historic buildings, architectural features, or cultural landmarks.</p> <p>(g) <b>**Accessibility: **</b> Ensure easy access for all customers, including those with disabilities, by providing ramps, elevators, and other accommodations.</p> <p>(h) <b>**Greenery: **</b> Introduce trees, plants, and other greenery to improve the aesthetic appeal, provide shade, and contribute to a healthier environment.</p> <p>(i) <b>**Parking and Transportation: **</b> Provide convenient parking options and promote alternative transportation methods such as cycling, public transit, or walking.</p> <p>(j) <b>**Community Engagement:**</b> Involve local residents, business owners, and stakeholders in the planning and decision-making process to ensure that</p>	<p>proposed plans for developing public squares and parks in this area.</p> <p>(e) Please see Comment (b) above.</p> <p>(f) The paving design does this by replacing concrete pavements on the north side with natural York Stone paving appropriate to the conservation area.</p> <p>(g) The Council currently does not have proposed plans for implementing ramps and elevators in this area. The crossing points will be improved with step-free tactile paving, and shorter distances on a raised table.</p> <p>(h) Four planter areas and two trees are being introduced as part of this scheme.</p> <p>(i) The pedestrian friendly proposals promote active travel, and more cycle racks will be provided alongside an improved cycle route via Titchborne Row.</p> <p>(j) An informal public consultation was undertaken in March-April 2023 and the public was invited to provide feedback. Local</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>the street reflects the needs and preferences of the community.</p> <p>By implementing these strategies, you can optimize a street to attract customers and the right mix of shops, creating a vibrant and thriving commercial district.</p>	<p>residents, businesses and stakeholders were informed of this statutory TMO consultation and were invited to provide comments.</p>
52.	<p>██████████</p> <p>██████████</p> <p>Email dated 12<sup>th</sup> March 2024</p>	<p>Soooo much money for so little change, what a shame. Did you read the recent standard article? Ouch! Sort it out guys.</p>	<p>The City Council thanks ██████████ for their comments.</p>
	<p>Email dated 13<sup>th</sup> March 2024</p>	<p>(a) My input was sarcastic, rather than useful, apologies. As someone who cycles and walks along Connaught/Kendal and Albion every single day the key approach to take is for pedestrians to be prioritised. At the moment, there are two zebra crossings, which is excellent, but stood outside the old Le Pain last week I saw two near misses due to traffic building up on Connaught Street.</p> <p>The street is used as a rat run between Bayswater Road and Edgware Road - the satnavs direct you that way, and there is then little wonder it's a horrible place to spend time. If I wanted to go for a coffee I wouldn't choose Connaught St, as it's full of traffic, I'd go to Gails, on the canal where there are no cars, just boats and trains.</p> <p>(b) I would like the council to build a piazza that could be used as a farmers market on a day of the week, with cafe seating, cycle parking and a</p>	<p>(a) A raised table with a buff-coloured crossing strip will be provided at Kendal Street and a bollard will be placed on the corner of Connaught Street and Kendal Street to protect pedestrians from vehicles that may otherwise try and cut the corner into Kendal Street.</p> <p>(b) Currently the Council does not have proposed plans for creating a piazza.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>community noticeboard. This is the only way to improve the area and reduce through traffic. Westminster spends a lot of money on consultants like you [REDACTED], that's fabulous, but there's no point spending unless you're going to deliver change.</p>	
53.	<p>[REDACTED] [REDACTED] [REDACTED]</p> <p>Email dated 12<sup>th</sup> March 2024</p>	<p>I'm a long-term resident of Connaught Street. I believe that the proposals are a wasted opportunity to make Connaught village a better destination to shop, spend time and live.</p> <p>A large piazza at the intersection of Kendal and Connaught Street blocking traffic is definitely the most attractive prospect. Right now, it feels the street is a constant rat-run, with many parked vehicles that don't belong to residence.</p>	<p>The City Council thanks [REDACTED] for their comments.</p> <p>The Council does not have proposed plans for creating a piazza.</p> <p>The scheme does not attempt to make changes to traffic management in the area to reduce through traffic but is a public realm project that seeks to improve existing areas of public and pedestrian space.</p>
54.	<p>[REDACTED] [REDACTED] Marble Arch London Marble Arch Partnership [REDACTED] [REDACTED] [REDACTED]</p> <p>Email dated 12<sup>th</sup> March 2024</p>	<p>I write to provide comments on the current proposals for Connaught Village Green.</p> <p>(a) As the Business Improvement District covering the area within the proposals, we represent business interests. We do not live in Connaught Village therefore appreciate that we are not affected by the traffic arrangements.</p> <p>(b) That said, we have followed the quite extensive online debate and social media coverage of this issue, and we are inclined to agree that the proposals as they currently stand are a missed opportunity to do something that transforms Connaught Village from a</p>	<p>The City Council thanks [REDACTED] for their comments.</p> <p>(a) Noted.</p> <p>(b) The scheme does not attempt to make changes to traffic management in the area to reduce through traffic but is a public realm project that seeks to improve existing areas of public and pedestrian space.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>rat run into a safer, quieter, cleaner and commercially successful location for all ages to enjoy.</p>	
55.	<p>██████████ ██  Email dated 12<sup>th</sup> March 2024</p>	<p>Having my say to improve Connaught Village.</p> <p>(a) We need to replace what was Le Pain Quotidien, with something similar, this has been hugely missed by locals, and it did work well.</p> <p>We could also replace the other Argentinian coffee shop that closed, with something like a deli which you could also eat in too, this would appeal to ours and other communities in and around us.</p> <p>(b) I'm not in favour of the pedestrian zone, I feel it works perfectly well as it is and has a charm of its own. The architectural drawing with the trees, make it too shady and all those benches - may attract the wrong attention... I don't honestly think it would be the locals using them. I also don't think making a pedestrian zone and blocking Kendal St is a good idea at all, it is going to stop people coming in, as it won't be as accessible, at the moment the traffic is balanced, with Connaught St and Kendal St running parallel, and we as locals have a choice which set of traffic lights we want to be waiting at.</p> <p>(c) The shops are quite niche and they don't have much draw also expensive, all the lovely shops that were on Connaught St, have gone, as the landlords were charging high rents, and people had problems dealing with them.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) This comment is noted, it is outside the context of the Traffic Management Order consultation but will be passed to the landowner for consideration.</p> <p>(b) Providing more green space will enhance the area, it will create a more attractive and pleasant environment for residents and visitors.</p> <p>See Comment 12 (c) above</p> <p>Two-way traffic will be retained under the latest proposal.</p> <p>(c) See Comment (a) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>The shops that have gone were great - Me&amp;Em, Viola, The Dresser (Second Hand Designer Shop) -Very sadly missed, all of these worked well so I would replace with something similar.</p> <p>It is very sad to see the demise of Connaught Village, we have been living here for the past [REDACTED], we use to live in [REDACTED] and visit Connaught Village, to see the lovely shops and use the coffee shops.</p> <p>I also can't see the Farmers Market idea working, there is already one in Marylebone, and the type of people who inhabit this area would rather go to Waitrose or Tesco on Edgware Road.</p> <p>People in this area are social and desperate for community, the new 'Cheesecake Shop' had people queuing around the corner, there was only one type of cheesecake and people were happy....</p> <p>To summarize keep it simple, replace what has been taken away and don't strip out the natural character of this little village.</p>	
56.	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>Email dated 12<sup>th</sup> March 2024</p>	<p>Thank you for keeping Kendal Street as two-way. Please be careful that the seating does not become a place for drunk and antisocial people to linger around.</p>	<p>The City Council thanks [REDACTED] for their comments.</p> <p>Please see Comment 12 (c) above.</p>
57.	<p>[REDACTED]</p>	<p>I strongly agree with your suggestion that Connaught Village would be vastly improved by a series of one-</p>	<p>The City Council thanks [REDACTED] for their comments.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>██████████</p> <p>Email dated 12<sup>th</sup> March 2024</p>	<p>way streets. In particular, Kendal St would very much benefit and be far more attractive to pedestrians if the street were one-way, allowing construction of pedestrian-friendly gathering areas.</p>	<p>The only proposal for one-way was on a section of Kendal Street to improve the pedestrian crossing at Connaught Street. Kendal Street is now proposed to revert to two-way but the crossing will still be improved. The opportunity for pedestrian friendly gatherings in the centre of the scheme remains.</p>
58.	<p>██████████</p> <p>██████████</p> <p>Email dated 12<sup>th</sup> March 2024</p>	<p>I'm objecting to the proposed scheme 8058/HWB (Connaught Village Green Public Realm) on the following grounds.</p> <p>(a) I lived in Kendal Street for over ██████████ and remain a frequent visitor to the area.</p> <p>(b) Considering the budget the scheme is extremely timid and is inadequate for addressing the traffic and environmental issues in Connaught Village. There is significant volume of noisy, polluting traffic - much of it heavy - passing through Connaught Village at all times of the day which significantly impacts quality of life in the area. The revised scheme does nothing to address this - the original scheme making Kendal Street one-way for motor vehicles would have had such an impact. It is infuriating that all the graphic design visualisations for the scheme consultation have a conspicuous lack of motor vehicles despite the scheme implementing no new restraints on through motor traffic.</p> <p>(c) Whilst there is a welcome focus on improving pedestrian amenity the proposals do not address the importance of this junction for cycling. In particular,</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Noted.</p> <p>(b) The scope of the scheme does not extend to addressing traffic issues in the wider area.</p> <p>(c) The junction design improves the facilities for cyclists by a wider and signed access via Titchborne Row through the</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>from a cycle point of view this junction and the junction between Albion Street, Titchborne Row and Connaught Street should be considered as one. I often cycle along Kendal Street into this junction and then onto Titchborne Row - a manoeuvre which is unexpected for pedestrians and motor vehicles alike. The junction design must properly cater for safe movements by bicycle.</p> <p>(d) With the withdrawal of the original proposal for one-way operation on Kendal Street we have lost the possibility of introducing 2-way dedicated cycle lanes along it. The speed of traffic along Kendal Street can be intimidating - especially when I'm carrying children. Dedicated cycle lanes would make the street safer and more inviting for cycling.</p>	<p>junction on a raised table. More cycle stands are also provided.</p> <p>(d) Please note that because of limited lane widths, it may not have been possible to provide dedicated two way cycling on Kendal Street if it was made one-way. Under this arrangement cyclists can access Kendal Street in both directions.</p>
59.	<p>██████████ ██ Email dated 12<sup>th</sup> March 2024</p>	<p>In general a good idea and project, certainly better use of the three car parking spaces providing access for the shop-owners is provided for. More help needed to restore the infrastructure of "Connaught Village". Are there any tools to help dis-encourage large vehicles like coaches and large lorries using the roads as shortcuts from Bayswater/Edgware Road. Any additions to make the pedestrian experience more pleasant and junctions etc.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>The request is noted, but the scope of the scheme does not extend to addressing traffic management issues in the wider area.</p>
60.	<p>██ ██ ██ ██████████ ██</p>	<p>We fully support all the proposals but, as a family with children and elderly relatives in the area, as well as using cycling as our main form of transport, we really feel that the area also needs more speed cameras and speed reducing measures.</p>	<p>The City Council thanks ██████████ ██ for their comments.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 12 <sup>th</sup> March 2024	This would further enhance your proposals for a better quality of life for all residents.	
61.	<p>██████████</p> <p>██████████</p> <p>Email dated 13<sup>th</sup> March 2024</p>	<p>I approve of the development, but please allow enough disabled parking spaces.</p> <p>In the rush to improve conditions for pedestrians and cyclists, who are healthy, the disabled are being marginalised and unable to access many of these areas.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>There are no disabled parking spaces within the vicinity of the proposed scheme.</p>
62.	<p>██████████</p> <p>██████████</p> <p>Email dated 13<sup>th</sup> March 2024</p>	<p>I live nearby in Maida Vale, and bike through Connaught Village on my way to Hyde Park regularly.</p> <p>I appreciate the thought going into this but wanted to put in my 2 cents.</p> <p>(a) Could Kendal be one way, and connect with Albion to take bikes to Hyde Park?</p> <p>(b) Could there be easier access and markings for bikes to turn into Kendal or Connaught from Edgware Road? Perhaps clear bike lanes?</p> <p>(c) Could there be cargo bike parking to make it easier for families to travel by bike to the village?</p> <p>The point about Titchborne Row North-South Cycle Link is not clear - couldn't there be a better connection</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The design of Kendal Street has changed between the first consultation and the second, with the retention of two-way traffic on Kendal Street in the current proposed design. This is in response to the first consultation which generated significant objection to the proposal for one way on Kendal Street.</p> <p>(b) The Kendal Street / Edgware Road and Connaught Street / Edgware junctions are not within the proposed scheme extent.</p> <p>(c) Currently there are no plans to implement cargo bike parking within the scheme, but these comments will be passed to the relevant officer for consideration within the wider area.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>between Paddington and Hyde Park? Are the changes only applicable for that short stretch?</p> <p>I realise this input goes beyond the scope of the drawings provided but perhaps a wider plan would make more of an impact!</p>	<p>For more information on Hyde Park to Marylebone Cycleway (C43), please visit - <a href="https://westminstercycleways.co.uk/hyde-park-to-marylebone-cycleway.html">https://westminstercycleways.co.uk/hyde-park-to-marylebone-cycleway.html</a></p>
63.	<p>██████████ ██████████ Email dated 13<sup>th</sup> March 2024</p>	<p>(a) I remain concerned about ASB around the seating area. There is currently no cafe around this corner and most of the other cafes and restaurants appear to be struggling. Will this prove to be a thriving open area?</p> <p>(b) I also cannot discern whether the stop/give way waymaking for southbound cyclists is before the pavement rather than the road. This is a risky area of conflict between pedestrians and cyclists so it should be clear that cyclists must give way to pedestrians</p> <p>(c) I am pleased the one-way Kendal has been dropped</p> <p>(d) Is sufficient greening proposed? Is it pollution absorbing? Is all Highway treatment SUD?</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Please see Comment 12 (c) above.</p> <p>(b) Cyclists should give way to pedestrians who have priority on the pavement. The formal give way markings are at the junction of the carriageway where cyclists should give way to east and westbound traffic along Connaught Street.</p> <p>(c) Noted.</p> <p>(d) There are four new areas of greening proposed. These will be in-ground planting surrounded with an edging, but not fully engineered SuDS. The planting schedule is currently being worked through in design with the landscape architects and can be shared once a design is settled on.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(e) It remains much more important for safety that the north-west corner of Connaught square is addressed. Vehicles going east race southbound down Connaught Square (as do some westbound vehicles) and it is unsafe for pedestrians and vehicles without a narrowing of this junction</p>	<p>(e) The Connaught Street / Connaught Square junction does not form part of the proposed scheme. However, footway buildouts have been proposed under the Cycleway C43 scheme should it go ahead.</p>
64.	<p>██████████ ██████████████████ ██████████ ██████████  ██  Email dated 13<sup>th</sup> March 2024</p>	<p>MY OBSERVATIONS / COMMENT</p> <p>(a) The problem with proposing any micro neighbourhood improvement scheme is not to look at the whole i.e. Hyde Park Estate for the sake of the parts. In this case Connaught Village.</p> <p>(b) Vehicles rat run through the conservation area heading north from Westbourne Street filtering in from the Lancaster Gate traffic hub. Often jugger-naught lorries with no business in the area and unsuitable for the narrow winding residential streets.</p> <p>(c) Further pressure is applied on the area by the Royal Parks who have suspended North Carriage Drive and have longer term plans for other roads in the Park. The result is traffic jams at Victoria Gate and an increase in vehicles diverted into our residential area.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The scheme does not attempt to make changes to traffic management in the area to reduce through traffic but is a public realm project that seeks to improve existing areas of public and pedestrian space in the vicinity of Connaught Street, Kendal Street and Titchborne Row.</p> <p>(b) Please see Comment (a) above.</p> <p>(c) Please see Comment (a) above.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		(d) I have made Councillor Paul Dimoldenberg aware of relative issues and these I understand have been conveyed to the Councils Highways Department.	(d) Noted.
65.	<p>██████████ ████████████████████  Email dated 13<sup>th</sup> March 2024</p>	<p>Glad to see a less radical rethink of the area. I object to the seating plus drinking water proposal. It will cause the professional beggars, mostly Romanian, who congregate around the Barclays Bank Burwood Place to relocate here. A similar area outside Charing Cross Hospital attracted homeless substance abusers, something I witnessed when a patient there.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 12 (c) above.</p>
66.	<p>██████████ ██████████  ██████████  Email dated 13<sup>th</sup> March 2024</p>	<p>I am writing to express my concerns regarding the proposed Connaught Village Green project.</p> <p>(a) While I appreciate the efforts to enhance public spaces within our community, I believe that the current proposal falls short in addressing critical issues related to traffic management and the facilitation of outdoor dining experiences.</p> <p>As a resident of the neighbourhood, I have observed firsthand the challenges posed by heavy traffic in the area. Unfortunately, the proposed plan does not include enough measures to reduce or slow down traffic flow, which is essential for enhancing pedestrian safety and creating a more inviting environment for residents and visitors alike. By reducing traffic, particularly in residential areas, we can make the streets safer for residents, particularly children, and encourage walking and cycling in the neighbourhood. Without adequate traffic management strategies in</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) The scheme does not attempt to address wider traffic management issues in the area but is concentrated on providing public realm improvements around the existing pedestrian spaces at Connaught Street and Kendal Street junction.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>place, the proposed green space may not fulfil its intended purpose of providing a safe and enjoyable recreational area for the community.</p> <p>(b) Furthermore, one of the most beloved aspects of Connaught Village is its vibrant culinary scene, including my favorite cheesecake. Many residents and visitors alike enjoy indulging in these delicacies outdoors, especially during the warmer months. However, the current proposal fails to provide sufficient space for outdoor dining, which could significantly detract from the overall appeal of the area. It is imperative that any redevelopment plans for Connaught Village take into account the needs and preferences of the community, including adequate provisions for outdoor dining experiences. In light of these concerns, I urge the Westminster City Council to reconsider the current proposal for the Connaught Village Green project. I strongly believe that any redevelopment efforts should prioritize the safety and well-being of residents while also preserving the unique character and charm of our neighbourhood. By incorporating measures to reduce traffic congestion and create designated spaces for outdoor dining, we can ensure that Connaught Village remains a vibrant and welcoming destination for years to come.</p> <p>Thank you for considering my input on this important matter. I look forward to seeing a revised proposal that addresses these concerns and reflects the best interests of the community.</p>	<p>(b) There will be more footway space on both sides of Connaught Street and opportunity for cafes and restaurants to apply for pavement licenses to provide outside dining.</p>

**APPENDIX A – RESPONSES TO CONSULTATION**

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
67.	<p>██████████ Chairman on behalf of the Hyde Park Estate Association</p> <p>██</p> <p>Email dated 13<sup>th</sup> March 2024</p>	<p>As the 70-year old recognised local amenity society for the Hyde Park Estate, we have advertised your current consultation to our members following a previous public meeting on the issue. Individuals have commented and we as a society would like to comment as follows:</p> <p>We are generally supportive of the scheme, and welcome the removal of the one-way proposal, but we do not support the planned outdoor seating which all local evidence suggests will attract anti-social behaviour. Indeed, the decision to make the seating modular so that it can be removed suggests an expectation on the part of WCC that there will, in fact, be problems of this kind.</p> <p>As a ██████████ I am aware that only about three years ago, a bench in nearby Southwick Street had to be moved because drug dealing, and aggressive begging activities were made easier by the opportunity to sit down and were causing real difficulties for local residents.</p> <p>A bench which historically existed in Connaught Village (more than 20 years ago) caused the same issues, forcing some residents to avoid the area. Meanwhile the aggressive begging and rough sleeping problems on Edgware Road have been a constant cause of complaint from residents more recently. Only today I observed that the benches placed in Burwood Place were unavailable as they were being cleaned, and generally they have attracted takeaway rubbish and loitering. They do, however, meet the need for a resting place for those walking from the Connaught</p>	<p>The City Council thanks Hyde Park Estate Association for their comments.</p> <p>We understand the concerns raised about the risk of anti-social behaviour, but the public seating is an important part of the project concept to allow opportunity for people to sit and enjoy the new space and planting areas. The seating design has always been proposed to be modular instead of a more substantial structure that would be embedded into a permanent foundation, limiting interference with existing mature tree roots and proving more cost effective. A more attractive public realm visited and enjoyed by residents will in itself provide an element of 'natural surveillance'. However, the benches will be kept under review as previously agreed.</p> <p>Please also see Comment 12 (c) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>Street area to Edgware Road, so no further provision is needed.</p> <p>The reality in central London is this: when creating a village green in a residential area close to a high street (Edgware Road) that has a street population which is often engaged in anti-social behaviour and crime (as is evident in police crime heatmaps), great care must be taken, There is no point in spending over £1m trying to make the Connaught Village area more attractive if anti-social behaviour then deters residents and visitors from going there. Indeed, a scheme with features that prove counterproductive in this way will damage WCC's reputation for placemaking. There is no case for benches in this location and they could jeopardise the whole scheme's success.</p>	
68.	<p>██████████ ████████████████████  Email dated 13<sup>th</sup> March 2024</p>	<p>Thank you for listening to the views of the majority (perhaps silent) of residents.</p> <p>I fully agree with the decision to keep Kendal Street open for two-way traffic.</p> <p>I have lived in the area for ██████████ and walk and cycle all the time. I have never seen nor experienced a problem crossing Kendal Street nor Connaught Street.</p> <p>(a) I think that the proposals to remove the shared parking spaces (and road) in front of the block of shops from Hogg &amp; Sons Pharmacy to (what was) Le Pain Quotidien are very sensible and creates plenty of space for any scheme. Changing the rest of the roads</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Noted.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>is largely unnecessary given all the crossings (including zebra) around.</p> <p>(b) I do not object to removing some of the parking spaces on the south side of Connaught Street from Prewitt Miller Flowers to Kay and Co (54-59) but equally I would not remove all the road width for pavement.</p> <p>(c) I do not think that adding 2 new trees there is a good idea as it removes any benefit of widening the pavement and more importantly risks reducing visibility on the pavement and towards Albion Street impacting people crossing the zebra crossing / using the cycle crossing at the junction with Albion Street.</p> <p>(d) As a cyclist, I am always slightly wary of schemes that widen pavements unnecessarily. Narrowing the road width makes life more difficult for cyclists. Pedestrians rarely need to walk 4 or 5 abreast, whereas removing too much road width means that vehicles and cycles cannot share the road. Shared road use is optimum rather than segregated cycle lanes. This encourages drivers to be more aware of cyclists and pedestrians and in a 20mph area bikes / motorbikes are often more dangerous for pedestrians!!</p>	<p>(b) Three pay-by-phone parking spaces were removed to create more public realm space and a new loading bay on the south side of Connaught Street.</p> <p>(c) Tree planting aligns with the Fairer Westminster strategy in term of providing more greening. A road safety audit has been carried out and the proposed trees were not identified as a risk. Please note that the exact tree locations will also be subject to trial hole survey results at detailed design stage.</p> <p>(d) Noted.</p>
69.	<p>██████████ ██████ ████████████████████</p>	<p>I am writing to express my disappointment at the scaled-back proposals for Connaught Village Green. The main problem which makes the area so uninviting is the high level of through traffic and there is nothing</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 14 (b) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	Email dated 13 <sup>th</sup> March 2024	in these proposals to address that. It is a shame that such a lack of ambition in these plans will prevent the area from somewhere for residents and visitors to enjoy.	
70.	<p>██████████  ████████████████████  ██████████  Westminster Healthy Streets  ████████████████████</p> <p>Email dated 13<sup>th</sup> March 2024</p>	<p>I am responding on behalf of Westminster Healthy Streets regarding the Connaught Village Green proposals (8058/HWB). The aim of the scheme is welcome, and we like the wider pavements and seating, but overall, we object to the proposals.</p> <p>Our reason for objecting is that the proposals do nothing to deal with the fundamental problem of the area, which is the motor traffic. It is obvious that the most successful, desirable and attractive public spaces are ones that have very low motor traffic. We ask that the proposals be revised with plans added to remove through-traffic. For example, interventions should be added such as the closure of Connaught Street between Albion Street and Kendal Street. This would still allow vehicular access but would stop the through-traffic. We feel that this would far more effectively achieve the aims of the project and would make the area very attractive for visitors from Hyde Park and other nearby locations.</p>	<p>The City Council thanks Westminster Healthy Streets for their comments.</p> <p>Please see Comment 14 (b) above.</p>
71.	<p>██████████  Westminster Cycling Campaign  ████████████████████  ██████████  ████████████████████</p> <p>Email dated 13<sup>th</sup> March 2024</p>	<p>I write on behalf of Westminster Cycling Campaign, as a member of its working group. Westminster Cycling Campaign is the local group of the London Cycling Campaign. We represent the interests of those who live, work, study or cycle in the City of Westminster, in particular those who wish to see a transition to increased levels of active transport within the city.</p>	<p>The City Council thanks Westminster Cycling Campaign for their comments.</p> <p>Please see Comment 14 (b) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>We are pleased that the council recognises that the Connaught Village Green area is in need of improvement. We approve of the objectives in particular to reduce car parking spaces, increase the footway space, add some seating and make the green more attractive by including a fountain. We also approve of the addition of a raised table extending from the crossing of Titchbourne Row/Albion St/Connaught St past the pedestrian crossing of Connaught St and to the junction of Kendal St, as we believe this will reduce the speed of traffic and make the north-south route from the Paddington Station area to Hyde Park smoother and more legible. Better signage would help this also. It is important for visitors to the area on cycles to have a safe stand to secure their cycle too, so the addition of cycle stands is good. We believe that increasing outdoor dining space will enable a better sense of community, increase the time spent in the area by visitors, and the business they bring to the area.</p> <p>We are disappointed to see that this £1.4 million scheme does very little to tackle through traffic, the main problem affecting quality of life for businesses, residents and anyone trying to cycle in or through Connaught Village. Removing through traffic from an area is the most effective way to enable people of all ages and backgrounds to feel safe to cycle, including young children, women, people with disabilities and anyone who is not a confident cyclist. The current volume of traffic is off-putting to all but the most confident and experienced cyclists. It is also</p>	

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>dangerous to those walking and cycling. We should like to see a scheme that does more than slow the motor traffic by the incorporation of the raised table, but rather closes some of the through roads so as to stop rat-running through the area. A scheme that is wider in scope, extending along Connaught St to Edgware Road in the east and Hyde Park Street in the west should be undertaken, to address the traffic levels along the whole of Connaught and Kendal Streets.</p>	
72.	<p>██████████ ██████████ ██████████  ██████████  Email dated 13<sup>th</sup> March 2024</p>	<p>I am writing to reluctantly object to the proposals for Connaught Village Green (8058/HWB)</p> <p>Whilst the aim of the scheme is welcome and the pavement widening and seating is a step in the right direction, I consider that overall the proposals are too weak to justify the amount of money (and I am concerned there will not be another opportunity).</p> <p>The main problem of Connaught Village is the traffic, and these proposals do nothing to tackle that. I request that new proposals be formed that remove the through-traffic (closing the street between Le Pain and Abasto) and then a much larger public area is created as a result. This would then allow extra seating for the businesses, which is needed in addition to the public seating.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Please see Comment 14 (b) above.</p>
73.	<p>██████████ Chairman HyPER  ██████████</p>	<p>I am writing on behalf of HyPER (Hyde Park Estate Residents) regarding the proposals for Connaught Village Green (8058/HWB)</p>	<p>The City Council thanks HyPER for their comments.</p> <p>Please see Comment 14 (b) above.</p>



## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	<p>Email dated 13<sup>th</sup> March 2024</p>	<p>Whilst the proposals will be beneficial compared to the status-quo, we feel that this is a missed opportunity, given the one-off chance and the budget of £1.4m (unlikely to be available again). Other areas of London have achieved more with less.</p> <p>We would like to see consideration given to a more ambitious scheme. The following are just examples:</p> <ul style="list-style-type: none"> <li>- much wider pavements (achieved with a series of one-ways, fairly distributing traffic)</li> <li>- iconic placemaking, with a scheme that would attract people from across London</li> <li>- a full piazza across the whole of Connaught Street</li> </ul> <p>With the Council's stated intention to revitalise the City's high streets, we feel it's a shame that something more ambitious hasn't been proposed.</p>	
74.	<p>██████████ ██████████</p> <p>Email dated 13<sup>th</sup> March 2024</p>	<p>I agree with the aim of the scheme, which should be viewed within the context of achieving Climate Safe Streets as pledged by Cllr Hug back in 2022. More info on that here:</p> <p><a href="https://lcc.org.uk/campaigns/climate-safe-streets-westminster/">https://lcc.org.uk/campaigns/climate-safe-streets-westminster/</a></p> <p>It'd be a waste not to move towards the CSS goals with such schemes as it's unlikely that there'll be another opportunity.</p> <p>Please please please Adam and Paul, you've got a mandate, you're elected. You're residents are</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>Significant traffic management changes are not within scope of this project. However, the scheme will provide an increase in green space and an improved environment for walking and cycling aligned with the Climate Safe Streets and Fairer Westminster principles.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>desperate for motor traffic reduction and you'll never get consensus on anything. Look at any election results. You were elected with this mandate to deliver Climate Safe Streets, so you've got to start somewhere. This scheme would be a great start to demonstrate that you're serious about Climate Safe Streets and will get you closer to prioritising walking, wheeling and cycling.</p> <p>I trust you'll do the right thing. Please do not disappoint your electorate.</p>	
75.	<p>██████████ ████████████████████</p> <p>Email dated 14<sup>th</sup> March 2024</p>	<p>I attempted to send this last evening, but it was rejected by the server. I hope my comments will be taken into account:</p> <p>I write in response to the consultation on this scheme, as a nearby resident, passing through this area, usually by bike.</p> <p>This scheme has some positive points, namely the raised table from the junction of Connaught St with Titchbourne Row through to the junction with Kendal St. This may reduce the speed of some of the motor vehicles here.</p> <p>(a) However, there is little to actually reduce the level of motor vehicular traffic, most of which is using this area as part of a rat-run avoiding Marble Arch, or Lancaster Gate gyratories. Filters or road closures should be introduced.</p>	<p>The City Council thanks ██████████ for their comments.</p> <p>(a) Please see Comment 14 (b) above.</p>

## APPENDIX A – RESPONSES TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		<p>(b) While the table and the repaving of the Green will improve the cycle crossing of Connaught St for cycles wishing to travel north-south or vice versa from Titchbourne Row to Albion St, more could be done to make this crossing more obvious to motors driving along Connaught St, such as by extending the zebra markings, adding a zebra crossing of Albion St or hatching across to whole junction, adding green surface, or some other painting. At present the zigzags for the pedestrian crossing are almost a distraction for vehicles travelling eastwards, and there is little for vehicles travelling westwards to warn of the cycle crossing.</p> <p>Also, at the junction of Kendal St outside the Duke of Kendal pub, when cycling from Kendal St, turning right into Connaught St, the visibility of oncoming westbound vehicles is not perfect. It would be preferable to extend the double yellow lines on the north side of Connaught St further from Kendal Street, that is not change to single yellow. It would appear there is a proposal to plant a tree on that corner, which will make visibility even worse. Please rethink that proposal.</p>	<p>(b) The Zebra crossing zig zag markings extend both sides of the crossing, across Albion Street junction and up to Kendal Street junction. No waiting or loading will be permitted on Kendal Street at the corner of Connaught Street. Additional cycle symbols are provided on the raised table to bring motorists' attention the cycle movements across the junction. The tree on the corner of Connaught and Kendal Street is existing.</p>

## APPENDIX B – IMAGES SUBMITTED BY RESPONDENTS

### Image 1

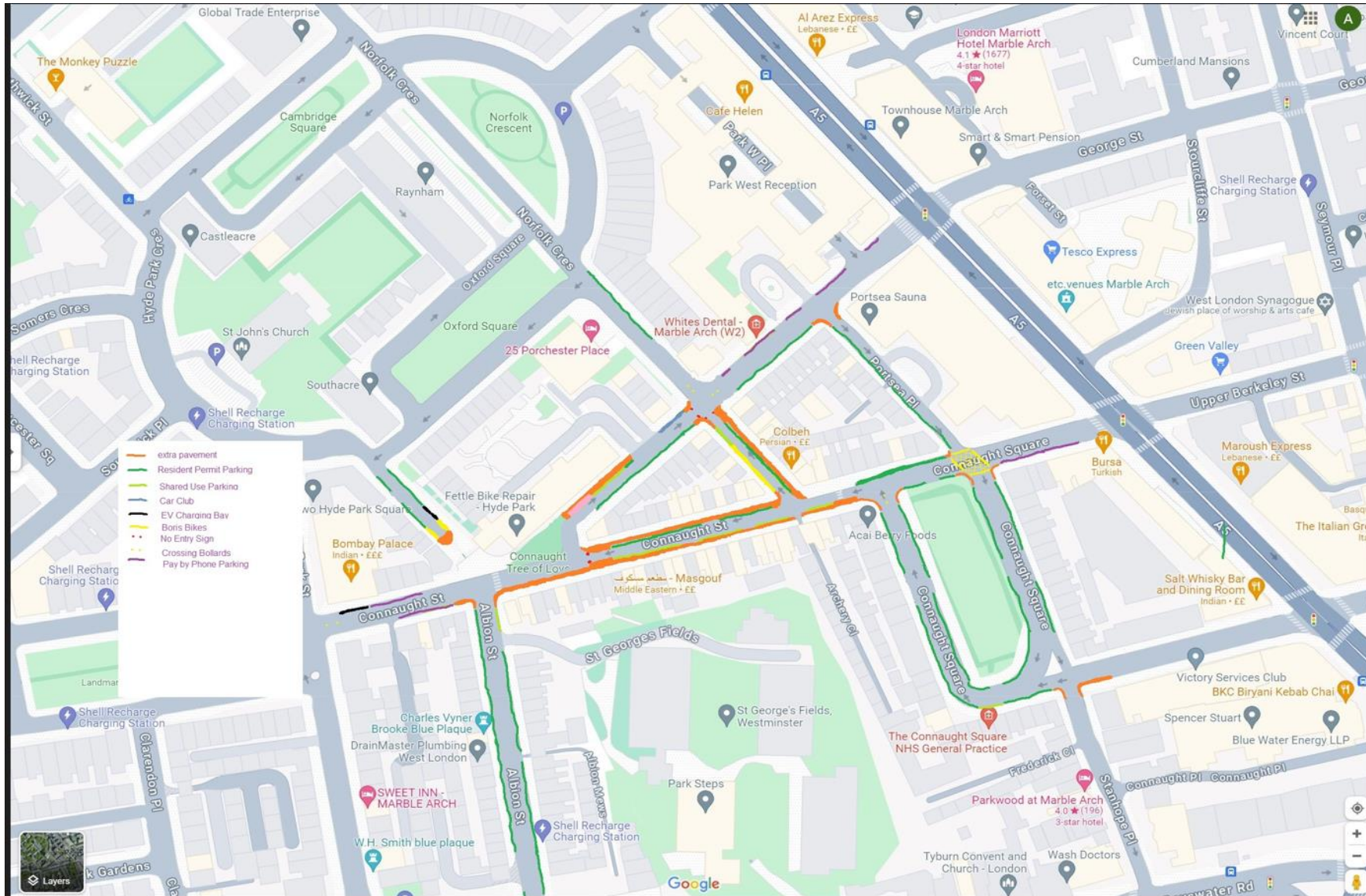
See Item 14 in Appendix A to this report



## APPENDIX B – IMAGES SUBMITTED BY RESPONDENTS

Image 2

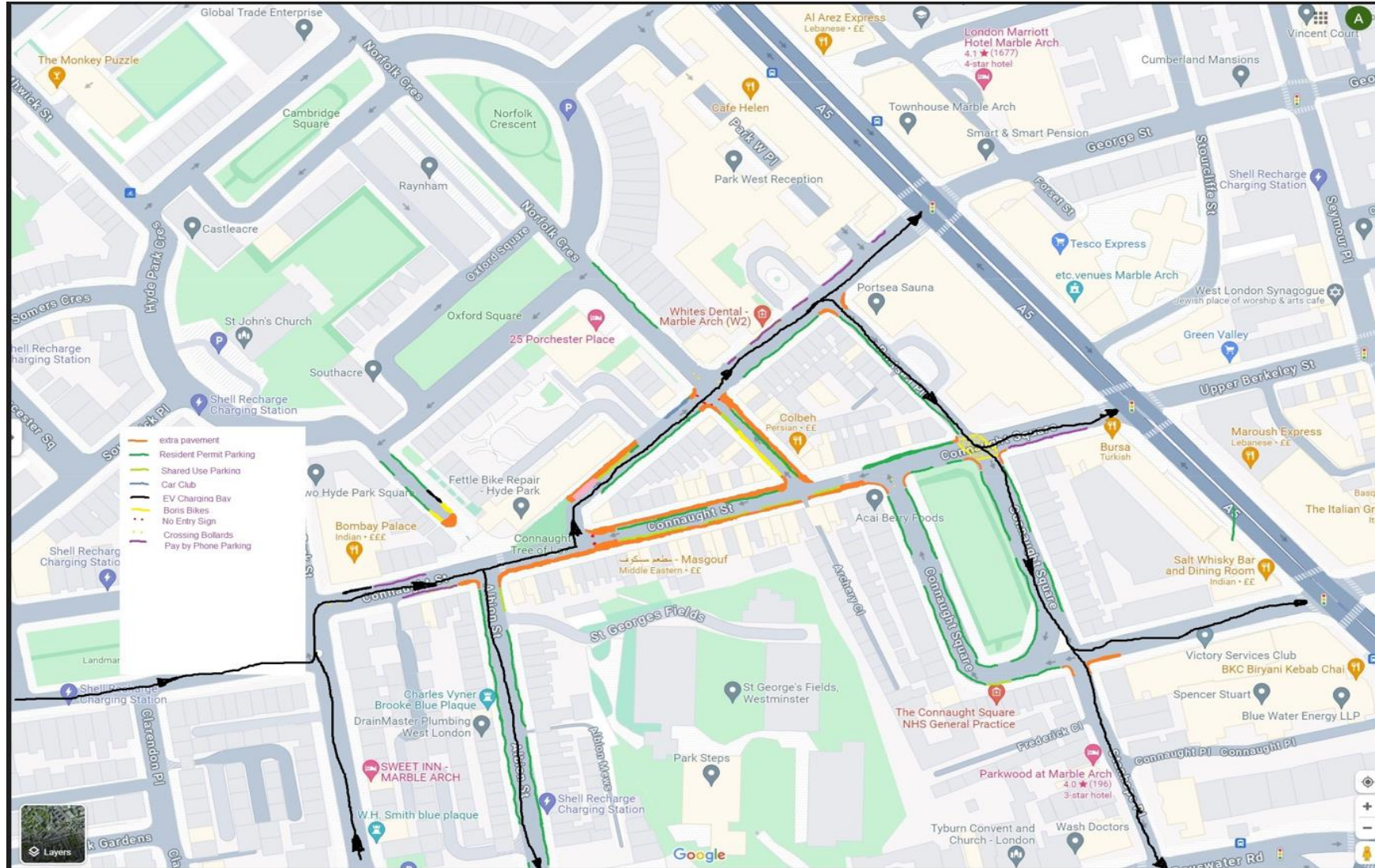
“Proposed Traffic Connaught Village”. See Item 24 in Appendix A to this report



## APPENDIX B – IMAGES SUBMITTED BY RESPONDENTS

Image 3

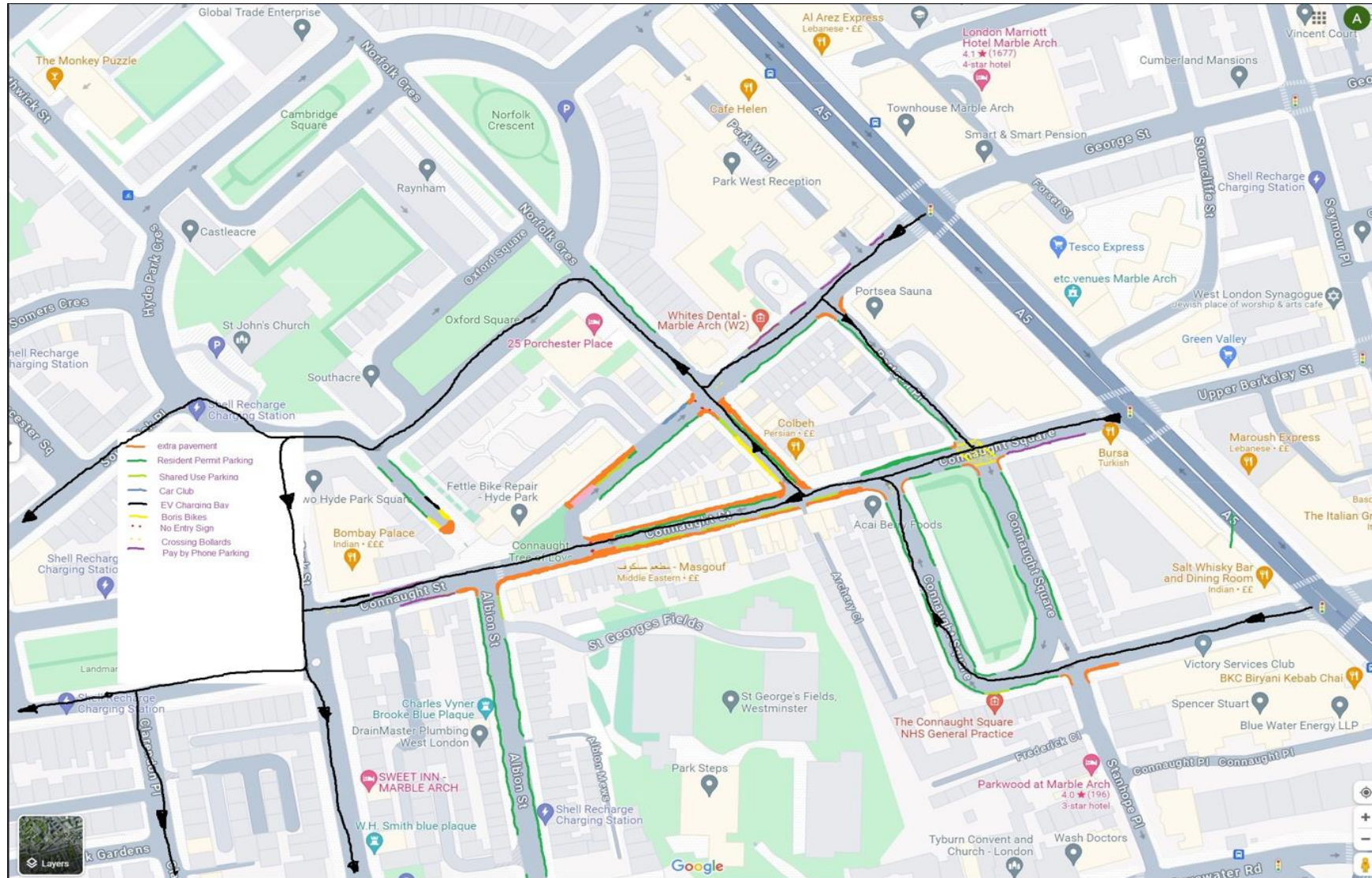
“Connaught Village Morning Rush”. See Item 24 in Appendix A to this report



## APPENDIX B – IMAGES SUBMITTED BY RESPONDENTS

Image 4

“Connaught Village Evening Rush”. See Item 24 in Appendix A to this report



## APPENDIX B – IMAGES SUBMITTED BY RESPONDENTS

### Image 5

“Concept Picture”. See Item 24 in Appendix A to this report

