
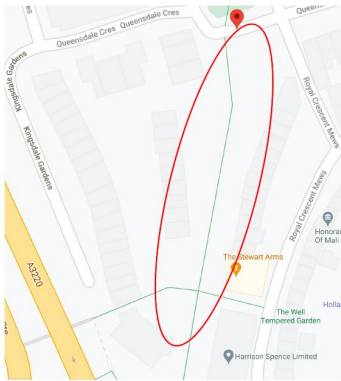


Traffic Management Order Proposed Changes

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| Proposal Reference Number | P0943 |
| Ward | Norland |
| Street | Norland Road |
| Title of Proposal | Introduction of Pedestrian and Cycle Zone |
| Existing Restriction | Pedestrianised Zone |
| Proposed new restriction | Introduction of a Pedestrian and Cycle Zone in the pedestrianised southern arm of Norland Road. All traffic would be prohibited from the road, with the exception of cyclists, vehicles used by the emergency services and vehicles required for emergency work carried out by utility companies. |
| Reason for change | The pedestrianised section of Norland Road was always intended to permit cyclists, but a traffic order has not been formally introduced to define this. The introduction of an order would formalise the use of the zone, and allow clearer signage indicating the area would permit only pedestrians and cyclists, and would assist with enforcement against illegally parked vehicles, particularly motorcycles, about which the Council has received several complaints. This scheme was previously advertised in October 2020, under reference number P0849, although it was not implemented. The Council is now planning to implement the changes on-street, so we are re-advertising the proposal. |
| Other comments | |
| Photo and Map |   |

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| Lead Officer | Chris Eales 020 7361 2553 trafficorders@rbkc.gov.uk |
| Closing date for statutory consultation for proposal | 23 February 2022 |
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| Number of objections received | One objection, one email of support |
| Reasons for objections | <p>During statutory consultation, one objection and one email of support were received. The text of these read:</p> <p>Objection 1 (Resident)</p> <p>“I and my wife are frequent elderly pedestrian users of Norland Road as the entrance to the underpass to Shepherds Bush. While I have no objection to cyclists using the main piazza, I am concerned at the frequent problems created for pedestrians in and accessing the underpass when cyclists are using it, often two abreast and expecting pedestrians to get out of their way. We are by no means alone in this experience. I submit that cyclists should be required to dismount and wheel their cycles before entering the underpass and its access paths, and while in the underpass. The underpass would then become a strictly pedestrianised way.”</p> <p><u>Follow-up email</u></p> <p>“I would respectfully point out that the plan for the cycle / pedestrian area, attached to your proposals, clearly shows the sloping (and very often slippery) RBKC entrance to the underpass coloured blue and therefore part of the proposed "shared" pedestrian / cycle area. Is cycling permitted in the underpass? If so, I wish to propose that it should be banned. I recognise that this also affects LBHF. I therefore am neutral on the proposal so far as it applies to the flat paved surface area, but not the sloping underpass access to the underpass, to which I object. Please register this as my response to your consultation.”</p> <p>Support 1</p> <p>“I support the principle outlined to provide a pedestrian and cycle zone in the pedestrianised part of Norland Road, please can you outline what this plan involves as the proposal has no plans or further detail.”</p> |

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| Council's response to objections | TfL have confirmed that they do not want to see cycling banned in the underpass. Given this, and given the Council's wish to make cycling more convenient and attractive, it would not make sense for the Council to make cyclists dismount at the start of the ramp if they can then cycle through the underpass. However officers will consider how best to encourage considerate cycling, which prioritises pedestrians, through new signs. |
| Decision | Officers recommend that the introduction of a Pedestrian and Cycle Zone in the pedestrianised southern arm of Norland Road should proceed as originally proposed. |
| Date of decision | 9 March 2022 |