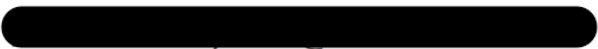



Belgravia Neighbourhood Plan - Hyde Park Corner



To  Neighbourhood, Planning: WCC

Blue category

 Follow up. Start by 24 July 2023. Due by 24 July 2023.



211116 Hyde Park Corner.pdf
1 MB

 Reply

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Sun 23/07/2023 21:50

Re: Belgravia Neighbourhood Plan – Hyde Park Corner

Dear Westminster City Council

In response to the Belgravia Neighbourhood Plan document, I attach an image of how Hyde Park Corner could be – planned as a peninsula in front of Apsley House.

In conjunction with an expected trial of a new motor traffic proposal for Park Lane, this option for Hyde Park Corner could be trialled using temporary traffic lights.

Hyde Park Corner can be thought of as it is: a traffic nightmare with five or six lanes or traffic on all four sides.

But it is worth taking several steps back to consider the wider context:

There are six roads leading into the Hyde Park Corner roundabout.

Leaving aside bus lanes for the moment, consider the number of motor traffic lanes on each of the roads leading into Hyde Park Corner:

1. Piccadilly has two lanes for cars at the junction, but along most of the approach there is just one lane for cars;
2. Constitution Hill has two lanes for cars at the junction, but much further back at Buckingham Palace there is just one lane for cars;
3. Grosvenor Place has three lanes for cars at the junction, but along most of its length there are two lanes for cars.

It's worth noting information about some of the roads leading into Grosvenor Place: a short section of Victoria Street is just one lane for both cars and buses;

and a significant part of Buckingham Palace Road is just one lane for cars.

4. Grosvenor Crescent has two lanes for cars at the junction, but much of Grosvenor Crescent has just one lane for cars;
5. Knightsbridge has two lanes for cars at the junction, but much of the approach alongside the tunnel has just one lane for cars;
6. Park Lane has four lanes at the moment, but much of Park Lane northbound has been reduced to one lane for cars since the changes in 2020. Mayfair Neighbourhood Forum's Plan for Park Lane aims to reduce the southbound carriageway to one lane for cars plus one bus lane.

So instead of thinking about Hyde Park Corner as a five or six lane traffic nightmare, it's worth considering that those five or six lanes are the cause of the problem.

Four of the six approach roads have just one lane for at least part of the approach.

Allowing this traffic to 'explode' into five or six lanes is a major cause of the problem.

If the cars were restrained to one or two lanes – at most – there would be an opportunity to rethink Hyde Park Corner.

The north side of Trafalgar Square in front of the National Gallery used to have five lanes of motor traffic.

It now has none.

No one would think of going back to how it was.

A similar kind of vision is needed for Hyde Park Corner:

Two-way traffic with a line of cars in each direction alongside a bus lane in each direction means 4-lane roads, shown in the attached image.

These are not small roads, but they would transform the character of Hyde Park Corner – taming the madness.

Apsley House would no longer be dominated by traffic, and people would be able to walk from Hyde Park Corner into Hyde Park without crossing any roads.

Putting pedestrians first.

Best regards

Liam

Liam Hennessy Architect

