

Appendix B: Longer texts from online entries not visible on spreadsheet

412

Notting Hill Gate is currently a major barrier for cycling in the borough, and London as a whole. The entire junction is horrible; an essentially 1970s design that encourages large volumes of traffic motor to move through the area at dangerously high speeds, leading to pedestrian and cycling fatalities and actively suppressed rates of walking and cycling. Visitors can still see a white bike with flowers in memory of Eilidh Cairns who was tragically and unnecessarily killed in Notting Hill Gate by a lorry driver in 2009

Additionally, the entire area has illegal levels of air pollution and nitrogen dioxide levels that rival Beijing. In fact, a specific stretch of Notting Hill Gate is one of the most polluted streets in London.

The easiest way to solve both these problems is to radically redesign the entire area to provide safe, segregated cycle routes through Notting Hill. When this has been done in New York it has led to an over 50% rise in local spending, as areas were transformed into 'people places', rather than motor traffic hell. Notting Hill Gate would also benefit from more, and easier pedestrian crossings (including zebra crossings), and a 20 mph limit.

The Westway is only a few miles north and provides a quick, direct route for motor traffic into Central London. There is no reason, therefore, why Notting Hill Gate should not be re-thought and re-designed as an area that prioritised cyclists and pedestrians (if only because these people don't use vehicles that emit illegal levels of air pollution which lowers everyone in the area's life expectancy.

One of the council's core aims is to encourage alternative transport to private car use, such as cycling and walking. The council would be ignoring and actively refuting its core aims if it did not, therefore, use this opportunity to transform Notting Hill Gate into somewhere where walking and cycling is actively encouraged, rather than discouraged, as it is by the current street layout.

418

I'd like to add the following, and emphasis that it can be repeated for almost anywhere you chose in the whole of London, cycling and walking is a horrible experience except in parks and along bits or the river. It should not be the case that a relatively flat and compact city is so dominated by motor vehicles. And that motor vehicle use is prioritised over ALL other forms of mobility.

Notting Hill Gate is currently a major barrier for cycling in the borough, and London as a whole. The entire junction is horrible; an essentially 1970s design that encourages large volumes of traffic motor to move through the area at dangerously high speeds, leading to pedestrian and cycling fatalities and actively suppressed rates of walking and cycling.

Visitors to the area can still see a white bike with flowers in memory of Eilidh Cairns who was tragically and wholly unnecessarily killed in Notting Hill Gate by a lorry driver in 2009. It is right that this 'ghost bike' remains near the spot where she was killed, both in memory to Eilidh and to remind the Council that something desperately needs to be done to prevent more wholly avoidable deaths occurring here.

Additionally, the entire area has illegal levels of air pollution and nitrogen dioxide levels that rival Beijing. In fact, a specific stretch of Notting Hill Gate is one of the most polluted streets in London.

The easiest way to solve both these problems is to radically redesign the entire area to provide safe, segregated cycle routes through Notting Hill including bus stop by-passes for cycling. When this has been done in New York it has led to an over 50% rise in local spending, as areas were transformed into 'people places', rather than motor traffic hell. Notting Hill Gate would also benefit from more, and easier pedestrian crossings (including zebra crossings), and a 20 mph limit.

The Westway is less than a mile north and provides a quick, direct route for motor traffic into Central London. There is no reason, therefore, why Notting Hill Gate should not be re-thought and re-designed as an area that prioritised cyclists and pedestrians (if only because these people don't use

vehicles that emit illegal levels of air pollution which lowers everyone in the area's life expectancy.

One of the council's core aims is to encourage alternative transport to private car use, such as cycling and walking. The council would be ignoring and actively refuting its core aims if it did not, therefore, use this opportunity to transform Notting Hill Gate into somewhere where walking and cycling is actively encouraged, rather than discouraged, as it is by the current street layout.

444

There are some low storied buildings on the north and south sides of the Gate, particularly opposite Kensington Church St, and next to the Coronet. A couple of floors could be added. However the style of architecture should reflect and respect the essence of this Kensington, Notting Hill ambience. The area is attractive because of the villa, stucco, turn of the century style. The area would have more presence and more coherence if this was adhered too. The value of the area is that it looks like it does, and not like Croydon. How will the modernist philistines who allowed Newcombe house and Camden heights be dissuaded from inflicting this third rate architecture on a famous and well-loved area, of local, national and international importance? The style cues must be of the villas of the garden squares. Tough on the modernists, but they don't have to live here. Newcombe house and Camden heights could be reclad, with glass balconies and non-grey gravel cladding. Look at the re class on Eastbourne Tce, Paddington. Fine lighting in strips, could enhance and add excitement and some glamour to these turgid buildings. This would also add presence and prestige to the night-time economy. Many much finer cities in Europe have done this. The car park behind the tube station could be raised to accommodate mews style dwellings, and have public / private parking. Why not re locate the Saturday's farmers market to the street north of the gate, where the Barclays bikes are. This street could be partially blocked off for Saturday mornings. It would encourage customers and vendors if the market was more visible. The type of products on offer is not a conflict with Portobello market. Speaking of which, better signage around the gate area would help first time visitors to the area to find Portobello market. These signs could be tastefully and attractive, like the village signs you see in Norfolk, or how much pub signage has been done. I'd be happy to design for free.

To keep the Gate healthy, commercial offices are essential, and has been indicated shop fronts as foyers could be utilised. Tree planting has been successful, but more evergreen trees would be preferred, as the winter is when a wind break is really needed. Why not illuminate these trees as they do on Knightsbridge green. This makes an area attractive and happy. Because the area has a history of music and publishing, why not have a music/ book fair, one Sunday a month, on the wide paving outside Tesco's. This helps an areas micro economy like on the left bank of the Seine in Paris. Book fairs in other cities have also done well.

452

I live in Brook Green, and I attend the Farmer Market every Saturday morning - travelling either on my bike or occasionally by car. There have been numerous occasions when I've been accosted by tourists emerging from the tube on the High St, clearly expecting a tourist haven, and bewildered by the multiple lanes of heavy motor traffic and uninviting shops. I usually point in the direction of Portobello Road. Notting Hill Gate doesn't need a new gallery as a tourist attraction - tourists are already flocking there. To encourage tourists and locals to linger on the High St, the motor traffic needs to be tamed considerably - at the moment the High St is noisy, and it stinks of car exhaust and as a pedestrian, it feels very threatening. Why would anyone want to linger? To solve this problem, remove some traffic lanes AND reduce the speed limit to 20mph. (I assume that most of the motorized traffic is passing through Notting Hill Gate to a destination elsewhere, rather than stopping to spend money in the local area, so encouraging large volumes of fast moving traffic through the centre is counterproductive to the local economy.) Add a cycle lane (and more cycle parking) to provide an alternative to public transport and encourage more, less confident people to travel by bicycle. Widen the pavement, and encourage cafes to provide seating outside on the pavement. Remove the cheap looking pound shops and mobile phone shops and encouraging interesting independent shops to open instead.

457

We do not want NHG to become a building site for ten years. We do want NHG to be an improved thoroughfare by creating a proper bicycle lane, allowing one lane of motorised cars each way, widening the pavements, and perhaps adopting the same scheme as Exhibition Road. Any refreshment would be welcome but it is absurd to be suggesting affordable homes in one of the most expensive property areas in the world.

492 (same wording also repeated in many other submissions)

As a Fox Primary Parent crossing Notting Hill Gate regularly, I believe that it is of utmost importance to develop a safer pedestrian crossing system in this area. Two especially dangerous crossings need addressing:

(1) The small, divided pelican crossing (from Holland & Barrett/GAP to EQ Hair/Video City) on Notting Hill Gate. Cyclists & vehicles drive straight through it, as they often don't even realise it is there. Also, the crossing light takes a long time to change so many pedestrians end up crossing on a red light.

I believe this crossing needs to be made more visible for road traffic vehicles (cars, motorbikes and cyclists). The signal button needs to make the lights change sooner, especially during school rush hour (8-9am and 3-4pm). Ideally, we would like to have a single crossing that would give pedestrians enough time to cross Notting Hill Gate in one go.

(2) The bottom of Campden Hill Road, where there is no proper pedestrian crossing over Campden Hill Road between Metro Pizza (west side of Campden Hill Road) and Valentina's (east side). Children who cross Notting Hill Gate (from Marks & Spencer to Metro Pizza) and want to get to Fox school, are currently forced to jaywalk to get across Campden Hill road despite the danger of three-way traffic. Holland Park students also frequently use this crossing.

I believe this problem would ideally be solved by installing a single pedestrian traffic light crossing from Marks & Spencer (on North side of Notting Hill Gate) to Valentina's (on South side), as well as an additional pedestrian crossing between Metro Pizza and Valentina's for those walking up / down the south side of the road.

Both of the above mentioned crossings currently create a potentially dangerous situation for our children and it is only a matter of time before someone gets hurt or worse.

493

We think that Notting Hill gate is very polluted and that the crossings are dangerous, especially for children. Generally, balustrades could be used near the crossings - which is the case for some crossings but not all, and importantly not for the main crossing (from the Gate cinema to Recipease). Regarding pollution, simple measures such as wide pavements could help. More fundamentally, it would be great to rethink Notting hill gate and Kensington Church Street as they are currently capturing a lot of traffic and therefore pollution, while there is no alternative routes for pedestrians. We see a lot of children in pushchairs or walking in both Notting Hill gate and Kensington Church Street.

(1) the main crossing (from the Gate cinema to Recipease): it is very busy with pedestrians, and noisy. With small children, it is very difficult to cross safely as they are distracted by the cars and buses which are going in various directions. One solution would be to create a bridge for pedestrians to walk on so that there is no risk when crossing to be hurt. The drawback of the bridge is obviously for pushchairs and wheelchairs which could hardly go on it. One solution would be to start the bridge between the back of the Pain Quotidien and the Gate cinema so that the slope is progressive and doesn't rely only on stairs. On the other side of the crossing, the slope could end towards the end of Recipease and there could be stairs ending before Recipease. If the bridge cannot be equipped with an easy access for wheelchairs / pushchairs, then the other crossings available on Notting Hill Gate could be used (as long as they are improved - see below). If the 'bridge' idea is not feasible, perhaps it would be possible to create a tunnel so that pedestrians could cross under the road.

I also agree that the two especially dangerous crossings which follow need to be addressed:

(1) The small, divided pelican crossing (from Holland & Barrett/GAP to EQ Hair/Video City) on Notting Hill Gate. Cyclists & vehicles drive straight through it, as they often don't even realise it is there. Also,

the crossing light takes a long time to change so many pedestrians end up crossing on a red light. We believe this crossing needs to be made more visible for road traffic vehicles (cars, motorbikes and cyclists). The signal button needs to make the lights change sooner, especially during school rush hour (8-9am and 3-4pm). Ideally, we would like to have a single crossing that would give pedestrians enough time to cross Notting Hill Gate in one go.

(2) The bottom of Campden Hill Road, where there is no proper pedestrian crossing over Campden Hill Road between Metro Pizza (west side of Campden Hill Road) and Valentina's (east side).

Children who cross Notting Hill Gate (from Marks & Spencer to Metro Pizza) and want to get to Fox school, are currently forced to jaywalk to get across Campden Hill road despite the danger of three-way traffic. Holland Park students also frequently use this crossing.

We believe this problem would ideally be solved by installing a single pedestrian traffic light crossing from Marks & Spencer (on North side of Notting Hill Gate) to Valentina's (on South side). If this is not possible then installing an additional pedestrian crossing between Metro Pizza and Valentina's is another option.

Both of the above mentioned crossings currently create a potentially dangerous situation for our children and it is only a matter of time before someone gets hurt or worse.

512

I lived in RBKC for 5 years (having just moved to Shepherds Bush in late 2012). As my children have all attended (and one still attends) Fox Primary School in Notting Hill Gate, the area remains a daily part of my routine. I love it, but welcome the suggested changes to bring the Gate in line with the rest of surrounding areas--all of which are beautiful. I understand that the Borough is inviting comments regarding its redevelopment and I wanted to add my thoughts. There are four street crossings that are less safe and convenient than they should be.

The crossing at Notting Hill Gate between Holland & Barrett and Video City is besieged by buses, cars and cyclists who constantly threaten to overtake even when the green man is still flashing. Moreover, it takes a LONG time to cross. It deserves a puffin crossing that permits pedestrians to cross the entire way (instead of stopping in between to begin the process anew) in the necessary time.

The crossing at Campden Hill Road and Notting Hill Gate is patently unsafe. It has no formal crossing, so we pedestrians just have to look in 3 directions and hope for the best. I rarely cross there with my children because I deem it too risky. Surely there is a way to redress this as it make me disinclined to custom the businesses west of Campden Hill Road.

The crossing at Ladbroke Terrace is equally unsafe with many cars and cyclists and no formal crossing venue for pedestrians.

Finally, the crossing at Kensington Place next to Fox Primary deserves a zebra. There should also be more speed bumps on Kensington Place. There are too many children crossing this road not to address the speed and safety matters that concern them.

Otherwise, we look forward to improved facades on the buildings of Notting Hill Gate.

Thanks and best of luck.

517

Pedestrian crossing in this area are very poor. There are three immediate and obvious points of danger/difficulty for the large number of children that have to cross Notting Hill Gate daily:

- 1.) Notting Hill Gate and Campden Hill Road (outside M&S) a very busy three way intersection with pedestrian option (staggered) on only one of the three junctions. There is nothing on Campden Hill Road where the pavements are particularly narrow. On the East side of the junction there is nothing. This is a key route to from Holland Park secondary and Fox Primary school and with cars coming from 3 directions it is only a matter of time before there is an accident involving a school child.
- 2.) Pedestrian Crossing between video city and Tesco's. This is staggered and the delay on pressing

the button is about 90 seconds to 2 mins. This crossing is used by children extensively and with the delay and the stagger there is a lot of crossing on red. Suggest this is re-timed and the stagger removed.

3.) Eastern side of Notting Hill Gate and Pembridge Road (outside Foxton's), the barriers in the central reservation are incomplete since the water repair works leading to people attempting to cross here, including children (they should obviously go on the Western side, but children/people don't always manage to be smart). This is exacerbated by the illegal parking, by mostly Foxton's staff, outside their office on the corner which obscures visibility and causes traffic from Pembridge to be blind as they come around the corner. Maybe some CCTV to enforce the double yellow lines?

Aside from that:

The market space could be used more often than Saturdays and particularly the access from Notting Hill gate needs cleaning up. There is no need for car parking with the level of public transport that the area has, so the area could be used much more than once a week. Some kind of more permanent stall set-up would allow local artists/craftspeople to setup in a lower cost location.

Having lived locally for 16 years, a re-think is required. Another set of the standard chain stores is not required (High Street Ken and Westway have all of these), so some approach to including smaller owner/operator type shops would be welcome (maybe similar to the area around the market in Greenwich). With the readymade footfall to Portobello this should be possible.

558

It appears that no one has looked at the area without thinking about the architecture. What is needed first is to define the area. Is it successful? If not, why? If so, why? The answer is that it is successful in many ways and not so in other. The shops which has survived are ones which we all, those of us who live in the area, value. We do miss the fish monger but Pret can pay more for the space, and out it went. We all love Tylers and use it for our odd things needed (hanging hooks and moth balls). The dog shop and nail bar is very popular. Even with Love Films success, video City is where we go in a hurry on a one night when at last we can stay home. Gap is convenient. Butlers is new and actually a good place for gifts and the laundry shop which also repairs shoes where I go when I need another year on my favourite shoes. Post Office is our one remaining one in the north. My husband's hair dresser has been there for 20 years or more. Waterstones is better than ever and a great place for children's books and a good browse. the banks are well used and a great services to both locals as well as the shop owners.

We all rely on both Boots and the other chemist.

I personally do not like Jamie's. The architecture is like a good tooth in a bad line of teeth. Tylers has better cook ware at less cost. The food is disappointing.

We do not need is more restaurants and especially ones with take away. Notting Hill Gate does not need to be anything other than what it already is - a central interchange and an area for locals. What we do need is local service shops such as a cheese shop, bakery (though Pan is pretty good), a good deli. We desperately need (regardless of what the NHS says) is another surgery.

561

Notting Hill Gate (NHG) is a key town centre for the northern part of the Borough - its role as a place to shop has been reduced by the loss of shops to other uses and has reduced its effectiveness. It needs to strengthen its focus for its catchment area and take advantage of its strength as a public transport interchange. It needs to capture their interest, trade and loyalty.

In its catchment there are competitors for high end shoppers- Kensington High Street, Westfield and Westbourne Grove. There is no point trying to bring in up-market shops - others do it so much better - to do so would alienate the centre's core audience.

NHG needs to improve its offer to its catchment for convenience shopping and local services and become what it should be - the social hub for its local community. Kensington Church Street has been

known for decades as the world centre for the highest quality antiques. This area seems to be totally forgotten.

NHG needs to improve its offer to its core market - local people. NHG's key strength is a public transport interchange - it high public transport accessibility. The Underground station should be the main access point to the new Design Museum and Kensington Palace.

The advantage to the shops of office worker should be understood - offices should be maintained and increased with special emphasis on meeting the needs of small and medium-sized enterprises.

Eateries are a strong part of the area's offer and along with the cinemas/theatres create the focus for evening economy. It is essential to maintain the quality of the offer, whilst making sure that the balance of uses are not skewed. Increasing the cultural offer may be desirable to some, but in the "nice to have" category, which, when it comes to trading off against other things, such as an improved public realm, will not prove a high priority nor justified against the increase in people coming to the area.

Priorities should be:

- * strengthen Notting Hill Gate's role as the hub for North Kensington for convenience shopping,
- * retain its role a focus for employment, entertainment, eating and drinking, and
- * improve its function as a key public transport interchange.

It appears that no one has looked at the area without thinking about the architecture. What is needed first is to define what is successful in the area. NHG is successful in many ways and not so in other. The shops which has survived are ones which we all, those of us who live in the area, value. We all love Tylers and use it for out odd things needed (glue, hanging hooks and moth balls). The dog shop and nail bar are very popular. Even with Love Films success, Video City is where we go in a hurry on the one night when at last we can stay home. The newsagent is the best place in Kensington to find international newspapers. The laundry shop which also repairs shoes where I go when I need another year on my favourite shoes. Post Office is our one remaining one in the north. My husband's hair dresser has been there for 20 years or more. Waterstones is better than ever. The banks are well used and a great services to both locals as well as the shop owners. We all rely on both Boots and Calder Pharmacy. Many like the idea of Jamie's and the shop. However, the architecture is like a good tooth in a bad line of bad teeth.

There is no mention of Kensington Church Street and the need for landlord and local encouragement.

Hill Gate does not need to be anything other than what it already is - a central interchange and an area for locals. What we do need is local service shops such as a cheese shop, a good deli. We desperately need (regardless of what the NHS says) is another surgery.

The worst aspect is the congestion and vehicle traffic.

Unfortunately not one of the options addresses the issues as a whole. The questions are written such that there is an obvious direction towards re-think and re-build.

What is needed is a combination of A and B and C, but a rewording or redirection of C.

All of A. Refurbish should be done.

However, only some of B Refresh should be done. The farmer's market is well loved by the locals, that is the ones who have been able to find it. It needs to be planned into the redevelopment to allow for easy access both for the traders as well as the public. It is actually our "dynamic" opportunity in the waiting. Definitely not allow some shops to become foyers for refurbished offices above we can see where this is going and not at the expense of the shops

A "dynamic" new museum or art gallery is not needed. C Re-think is not acceptable as presented. But what is needed is a re-think + re-fresh but the way the question is written, there is no choice to have re-think + re-fresh without also have a "dynamic" new museum or art gallery. There will be

development on these sites so why not ask questions about how to re-development, ask how the area can improve?

561 Q2

This is the key priority, even though maintaining the attractions is the prior condition. For Notting Hill Gate to be transformed the public realm needs a major, major rethink.

People need to be encouraged to change their perception of Notting Hill Gate from a place to go through and get out of as quickly as possible to one where it could become the social hub for the community and have a cafe culture.

The main worry here in reviewing the boards at the presentation is that the roads are being thought of separately of the development opportunities. Widely the pavement, taking out the railings, more directions signage is all a plaster on a large sore. It is not a solution - it is an opportunity lost.

Again, the answers are a combination of the three presented. What needs to be recognised is that there are more than 14 million people a year go through Notting Hill Gate. It is a major transfer for many people both on the three underground lines (Central, District and Circle) as well as buses from both the north/south link as well as the east/west link. Anyone going to Westfield from the north or south will change to the Central Line. There is of course the concentration of people on Saturdays going to Portobello market but what is often forgotten is the market functions on weekdays too. I would suggest that one of the attractions to market is the crowds.

There is an opportunity to address the condition of the underground but also to celebrate it; to make it part of the Gate. This opportunity is not presented.

A. Refurbish:

? remove pedestrian guardrails and street clutter

? make the area more welcoming for visitors and the locals by improving signage and way-finding.

B. Refresh: Refurbish, plus

? improve pedestrian crossings

* reduce the impact of traffic and widen pavements

? reposition bus stops to reduce pavement crowding and address the problems of underground access

C. Re-think: Refurbish + Refresh, plus

? redesign Notting Hill Gate underground station entrances and possibly reposition

? create a clearly identified routes to all the local functions including the antique street of Kensington Church Street, the theatres and cinemas, etc. and to Portobello Road (why just Portobello?)

? radically redesign the street to give more space and priority to pedestrians and cyclists. Good idea but where does the traffic go?

561 Q3

This is the key priority, even though maintaining the attractions is the prior condition. For Notting Hill Gate to be transformed the public realm needs a major, major rethink.

People need to be encouraged to change their perception of Notting Hill Gate from a place to go through and get out of as quickly as possible to one where it could become the social hub for the community and have a cafe culture.

Nowhere within the documents or questionnaire is the elephant in the box mentioned. What about the south side of Notting Hill Gate with the second-hand shops, slot machines and shady-looking bureaux de change bringing down the whole estate? Many of us, I included, love the idea of the record shop and the second hand clothes but the appearance of the shops with the half divided ones with a kebab shop on one half and bureaux de change on the other is just sad. This is to some extent inevitable given the tourist attraction of Portobello Road, with demand for attendant money-changing, snacks and souvenir outlets, but an attempt at retail zoning might help. Ultimately there has to be a

successful business case if the shops here are to thrive, but given that so much of NHG is in the hands of two or three companies, it should be possible to create more coherence. It is accepted that major problem with the area is the architecture. But what is not on the cards is a wholesale redevelopment. There are 3 developers and multiple other property owners. A piecemeal approach or a planning brief which does not address the whole area could leave us with the gold tooth situation again - parts look good but as a whole the parts not redeveloped will look worst.

The whole area needs a radical rethink and the Council should be in the position to push for a coordinated master plan and not accept a developer lead piece-meal, patchy result.

566

The 1950's destruction of the old Notting Hill Gate was a result of the idea that as many cars as possible should pass through the area and any old buildings were not worth preserving. The awful architecture, given planning consent by RBK&C, cannot be resolved without wholesale demolition which unfortunately will not happen. The road should all be two way and the one way scheme at the top of Church Street abandoned. All the buses should turn southwards at Church Street and not be forced away down Palace Gardens Terrace.

The appalling routing of traffic through the narrow Kensington Mall, between Church Street and Palace Gardens Terrace should cease making it two and Palace Gardens Terrace should not be sealed off at the Mitre Pub.

Traffic should be allowed to flow from Notting Hill Gate down Palace Gardens Terrace to take the strain off Church Street that is also residential but not treated as quiet backwater as Palace Gardens Terrace where car ownership / use is obvious.

The central island in Notting Hill Gate and railings should be removed and traffic lights / gantry at Campden Hill Road and Linden Gardens removed.

The Royal Crescent one way system should be abandoned and all traffic lights removed. The removal of the traffic lights will slow traffic flows and discourage car users from driving through Notting Hill Gate.

The motorway style lamps loved by TFL encourage speed and also do not say that it is a residential area and should be replaced with the style of lamps removed in the 1950's.

Belisha beacons should be provided for crossing points rather than traffic lights.