

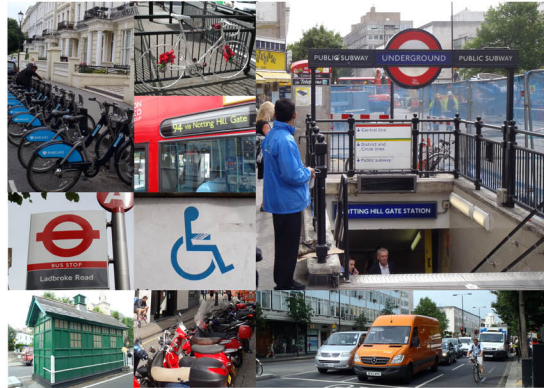
Traffic domination

The east-west route through Notting Hill Gate is part of the Strategic Road Network carrying traffic between central London and the west. The section between Kensington Church Street and Pembroke Road is the main north-south route in the Borough. As a result the area is a focus of bus routes and traffic dominates the centre.

In the 1950s a road widening project introduced a divided highway, pedestrian crossings and guard rails designed to allow traffic to flow more freely.

Notting Hill Gate, the road, is a six lane highway which, depending on the time of day, can be heavily congested or have rapidly moving traffic. It is difficult to cross the roads because pedestrians have to wait half way across at pedestrian crossings and guard rails prevent crossing at other locations.

The narrow lanes and fast moving traffic, along with limited cycle parking make Notting Hill Gate an unfriendly environment for cyclists.



Poor quality public space

In general, the streets and public spaces in Notting Hill Gate are not particularly inspiring. Attempts have been made to improve the public realm through the introduction of artworks. However, pavements are quite cluttered with a mishmash of different styles of seating, planters and other street furniture, and paving materials are low quality. The opportunity to consider a joined up approach to public art and the design of streets.

Some of the footways are narrow and can be crowded, particularly at weekends. Where pavements are wider they are not comfortable places to linger or sit outside, and the raised piazza outside the entrance to Newcombe House is unused because it is out of sight.

The tube entrances are accessed directly from the street, taking up space in the already congested pavements. This causes bottlenecks in some areas where there are particularly high numbers of people and has resulted in the need for an unpleasant undercroft on the southern side of Notting Hill Gate to create more space for pedestrians.

Unwelcoming for visitors to Portobello Road

Portobello Market is a major tourist destination. Most of these visitors arrive via Notting Hill Gate but the area does not serve them well.

Whilst being in a crowd is an essential part of the Portobello Market experience the pavements leading towards Portobello Road cannot accommodate the numbers on Saturdays and signage to the market is inadequate. The tube station entrances are narrow stairways that emerge onto the pavement reducing the space available for pedestrians.



Improving the streets and public spaces



Pedestrian guard rail

Remove pedestrian guard rails and unnecessary street clutter

The unplanned introduction of street furniture, signage and guard rails can create obstructions for pedestrians and make the street look untidy. It is particularly important to rationalise these elements when there is a need to increase space for pedestrians. This 'decluttering' approach has been taken elsewhere in the Borough and has proved very successful.



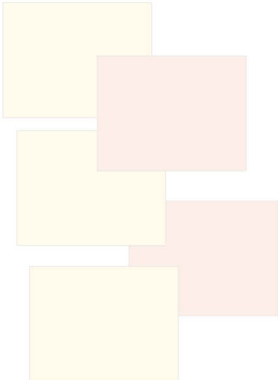
'Legible London' signage

Make the area more welcoming for visitors to Portobello Road Market by improving signage and wayfinding

Some progress has already been made with the introduction of the Legible London wayfinding system. There may be room for further improvements to direct the large number of visitors to Portobello Market.

Comments

What do you think?
 What do you like and dislike about these ideas?
 Is there anything else you think should be considered?



Where would you prioritise public realm improvements?

Place a sticker on your preferred location

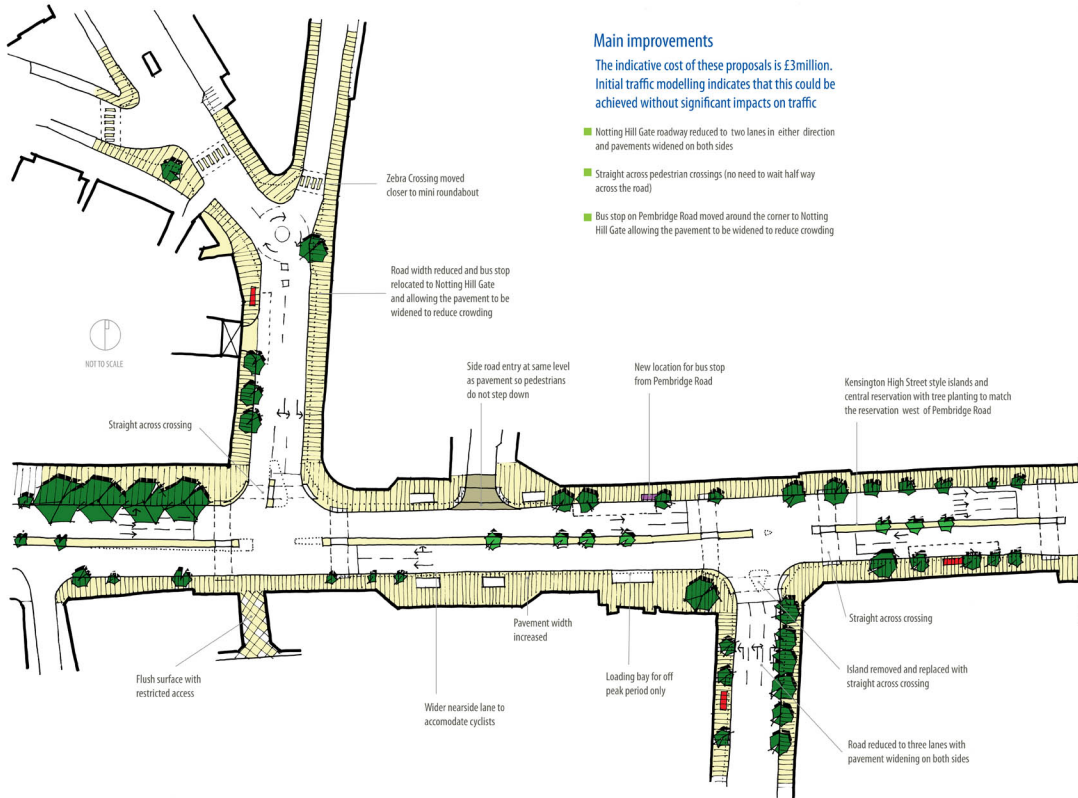


Some crossings at Notting Hill Gate have already been improved

Main improvements

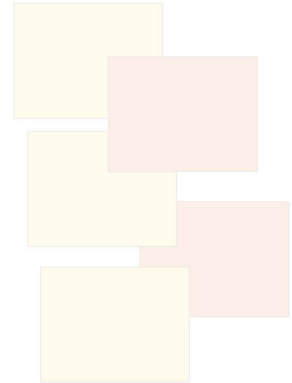
The indicative cost of these proposals is £3million. Initial traffic modelling indicates that this could be achieved without significant impacts on traffic

- Notting Hill Gate roadway reduced to two lanes in either direction and pavements widened on both sides
- Straight across pedestrian crossings (no need to wait half way across the road)
- Bus stop on Pembridge Road moved around the corner to Notting Hill Gate allowing the pavement to be widened to reduce crowding



Comments

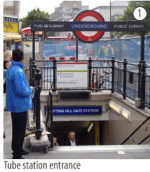
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Improving the streets and public spaces

Redesign the entrances to Notting Hill Gate underground station

Redesign the entrances, bringing them inside redeveloped buildings to free up space on the pavements. This could include introducing a lift to the station concourse but would not achieve full step free access to the platforms. The cost of this would be approximately £12-16 million which will need to be funded by development.



Tube station entrance



Create a clearly identified route to Portobello Road

It is not clear for visitors to Portobello which way they should go from Notting Hill Gate.

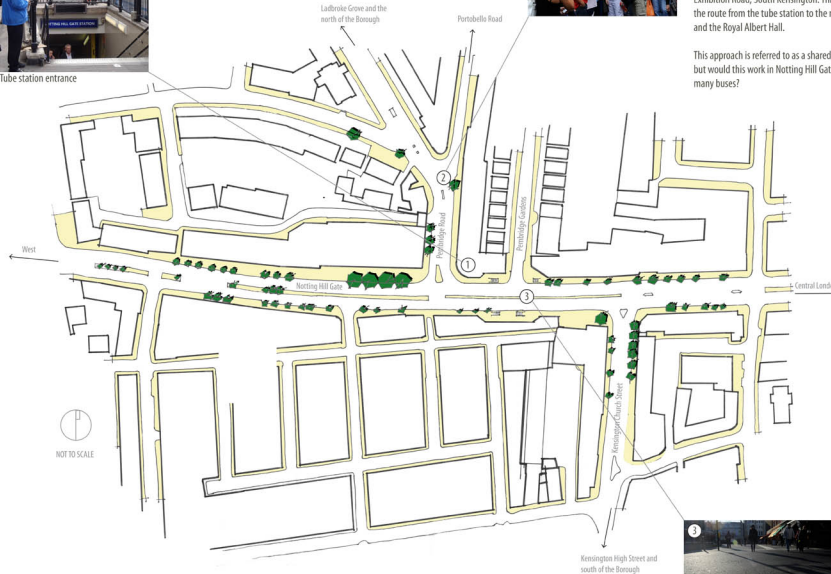
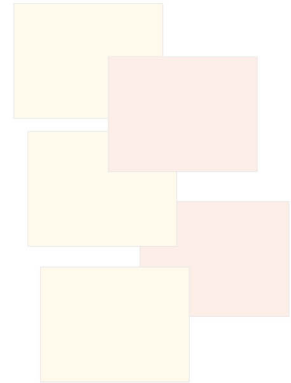
The route could be made much clearer, perhaps with something like (but not the same as) the project that has recently been implemented at Exhibition Road, South Kensington. This marks the route from the tube station to the museums and the Royal Albert Hall.

This approach is referred to as a shared surface, but would this work in Notting Hill Gate with so many buses?

Comments

What do you think?

What do you like and dislike about these ideas?
Is there anything else you think should be considered?



More radical measures to give greater priority to pedestrians and cyclists

Should we be looking into more radical ideas to reassign road space? Is there more that could be done to reunite the two sides of the street, improve the ability for pedestrians to cross it and prioritise movement of pedestrians and cyclists over the need for free flowing traffic?

This approach would reduce the traffic capacity of the street. Would that be worth it to achieve a really good pedestrian environment?



Oxford Circus improvements
Image Westminster City Council



Exhibition Road - After



Exhibition Road - Before



Exhibition Road - Detail of paving