

Mrs Linda Wade comments

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Earl's Court and West Kensington Opportunity Areas

The figures supplied in Fig 2.10 – Elizabeth Line West for Earl's Court and West Kensington Opportunity Area require clarification as to whether these figures reflect the Mayor's intentions to retain the West Kensington and Gibbs Green Estates thereby reducing the original target figure set within the Masterplan of 7,600 homes to 6,000 and further detail is required on the reduction of the jobs, and whether these jobs are construction phase or post construction phase, and if post construction phase whether designated as retail or office employment.

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West Brompton Connection to Gatwick Airport onto Brighton connection to be re-instated.

This would provide a value uplift to the local hotel economy if this connection could be re-instated.

Earl's Court and West Kensington Opportunity Area

The present Masterplan fails to deliver on a number of levels: a range of housing options, to integrate economically and socially with adjacent neighbourhoods, to provide a replacement destination/location to the Exhibition venue but primarily in its vision it fails on its connectivity with areas that it should naturally co-exist with, if it wishes to develop and thrive. It is insular in its thought process.

One example is the exit point for pedestrians, cyclists onto the brow of the A4 bridge onto a narrow pavement on one of the most polluted junctions in Europe. This is dangerous. Why not incorporate into the design a light tunnel under the bridge such as used at Kings Cross to link the site with the Tesco site north of the West Cromwell Road, with onward links up the Warwick Road. This would be safer, more pedestrian, buggy, elderly and disabled friendly and be creative.

Why in the 21st century is a planning proposal coming forward that does not have step free access to the tube station directly from the site.

While the implementation of the 77-acre Masterplan might have substantial revision, the aim and objectives set out in the original RBKC SPD of the improved connectivity between North End Road and Warwick Road must remain a long term objective.

Red Routes and Health Outcomes

The level of mitigation introduced with Red Routes are insignificant against the increased level of noise, vibration and pollution. These roads are completely under the control of the Mayor and yet there is relatively little is spent on reducing the impact on the people who live and work along these major strategic routes.

Little preparation was made to ensure that the basic Victorian infrastructure was robust enough to be able to withstand the increased load, width, weight of the vehicles that use these roads. Roads that in many cases are residential and so have become homes for the more vulnerable in our society. Roads that have created community severance.

With the proposed increase of the ULEZ to be bounded by the North and South Circular Roads I would like to know what the figures are indicated for any increase on these roads, what mitigations are planned to improve the health outcomes for those that live along these routes?