

**From:** [Houston Sian](#)  
**To:** [Houston Sian](#)  
**Subject:** FW: A40 Westway  
**Date:** 13 April 2022 14:48:19  
**Attachments:** [image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image002.png](#)

---

From: [REDACTED]@nrpltd.com>

Sent: 03 April 2020 09:30

To: [REDACTED]@tfl.gov.uk>; [REDACTED]@westminster.gov.uk>

Cc: [REDACTED]@nrpltd.com>; [REDACTED]@tfl.gov.uk>; [REDACTED]@tfl.gov.uk>; [REDACTED]

[REDACTED]@westminster.gov.uk>; [REDACTED]@Tfl.gov.uk>

Subject: RE: A40 Westway

Hi Sian,

Just a couple of comments on this idea.

Now that the left-turn from the eastbound Harrow Road approach has been banned, it is possible to make the nearside lane a bus lane. However, the eastbound on-slip from Edgware Road junction would still have to be open for all traffic to enable the southbound left-turn from Edgware Road north onto the Marylebone Road. This means that realistically we couldn't have a bus lane or 'no entry except buses' at the start of the on-slip. So the double right-turn only might be difficult to enforce.

We'd also have to look to see if the banned ahead movement might encourage a rat-run movement through Paddington Green and Church Street – not only to make the left-turn that is banned, but also to get back onto Edgware Road southbound to then turn left onto the eastbound on-slip. This sounds like a long way round, but it might be quicker and still easier to merge onto Marylebone Road.

There might be a way of reducing the eastbound on-slip to a single lane on the exit from the Edgware Road junction to try to provide some sort of physical restraint to the ahead movement from Lane 2 on the eastbound approach slip, but we would need to look at the left-turn swept path (for all vehicle sizes) to make sure it was credible.

Another issue is that if this measure forces traffic from Harrow Road onto the flyover, then there should be adequate traffic management to make sure a queue doesn't block back onto the Harrow Road – which potentially means a longer queue and stronger management of the Westway, which in turn of course means that Westway traffic may reassign. Needs a bit of looking into!

We are constructing a VISSIM model of this whole corridor to look at the crossings - we possibly could extend the study to look into this in more detail for you, in much the same way that we are looking at Edgware Road/ Blomfield Road – happy to discuss.

Kind regards,

[REDACTED]

[REDACTED]

BEng CMILT MCIHT

Office: [REDACTED]

Mobile: [REDACTED]

Please note that the office phone number may not be available due to the current public health situation in the UK. Please use email or mobile in preference.

[Website](#) | [LinkedIn](#)



CONSTRUCTION CONSULTANTS  
HIGHWAYS AND INFRASTRUCTURE  
TRAFFIC AND TRANSPORT

Building magazine's Top 150  
construction consultants  
CMT's Top 100 transportation  
consultants



Norman Rourke Pryme  
57 Webber Street, London, SE1 0RF  
4 Colston Avenue, Bristol, BS1 4ST

Please consider the environment before printing this e-mail

This email transmission and any attachments are confidential and intended solely for the person or organisation to whom it is addressed. It may contain privileged and confidential information and if you are not the intended recipient, you must not copy, disclose, distribute or take any action in reliance on it. If you have received this email in error, please notify the sender and delete it from your system. Whilst we have taken reasonable precautions to ensure this email and any attachment has been checked for viruses, we would advise you to carry out your own virus checks, particularly before opening an attachment. Any views or opinions expressed in this email are personal to the sender and may not necessarily reflect those of the Company unless specifically stated. NRP is a trading style of Norman Rourke Pryme Limited, registration number 796438 (London). A list of the Directors names is available for inspection at our offices.

From: [REDACTED]@tfl.gov.uk>

Sent: 02 April 2020 16:08

To: [REDACTED]@westminster.gov.uk>; [REDACTED]@nrpltd.com>

Cc: [REDACTED]@nrpltd.com>; [REDACTED]@tfl.gov.uk>; [REDACTED]@tfl.gov.uk>; [REDACTED]

[REDACTED]@westminster.gov.uk>; [REDACTED]@Tfl.gov.uk>

Subject: RE: A40 Westway

Hi [REDACTED],

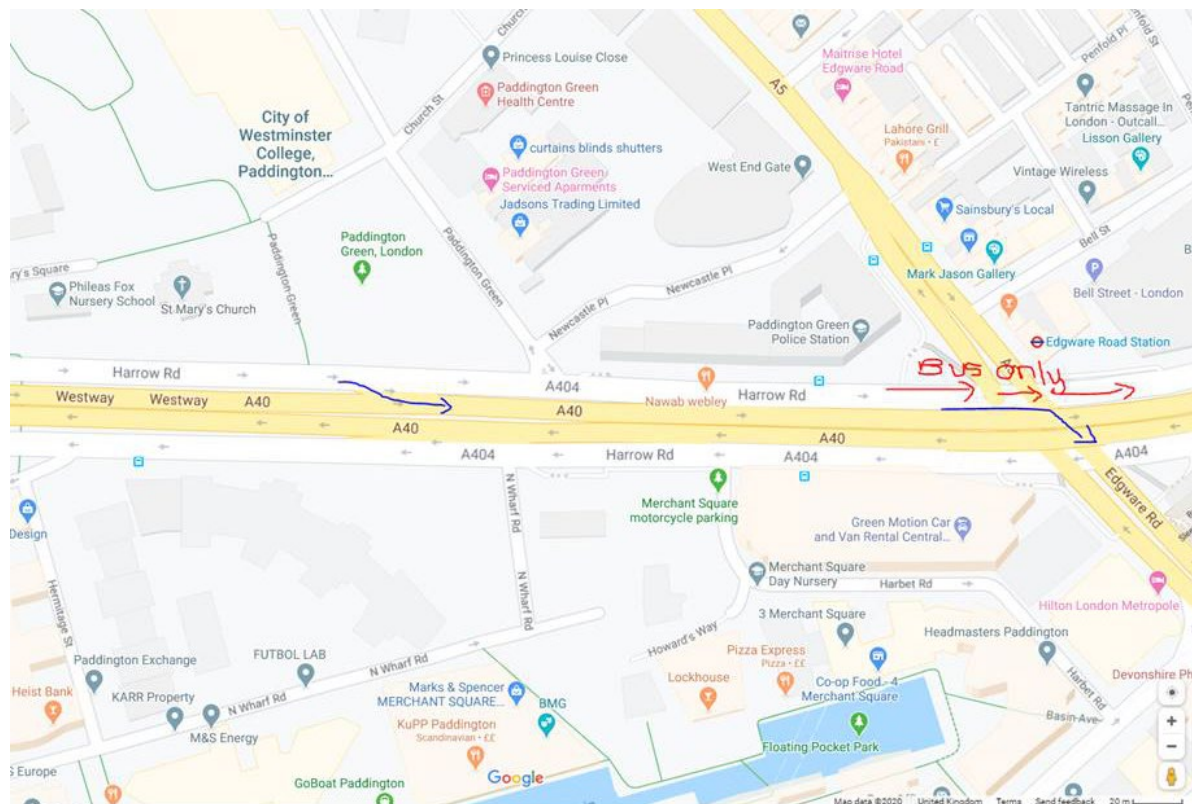
During the course of the Safer Junction scheme at the Edgware Rd/Harrow Rd junction, it became apparent that quite a high proportion of the vehicles

coming down the Harrow Rd eastbound slip, were travelling through the junction and joining the Marylebone Road. I.e. they were avoiding joining the Westway at the available merge, preferring to go through the junction near Edgware Rd Tube Station, and then onto the Marylebone Rd.

The need for improved pedestrian safety and facilities at the Edgware Rd/Harrow Rd junction is only likely to increase given the new housing and opportunities in the area. Reducing the severance caused by this junction is an ambition for many of us. It would therefore be preferable on many levels to reduce unnecessary throughput of vehicles in this space.

Buses currently get held up on the eastbound Harrow Rd slip, so an added benefit (assuming congestion is managed upstream along Harrow Rd), could be improved bus journey time reliability through the junction as only buses would be permitted to travel ahead through the junction.

I've drawn, very roughly, the general idea I had – see below. Only buses straight ahead at the junction. Right turn south down Edgware Road still permitted.



There are clearly many considerations and things which would need to be assessed, but the general idea seemed to have enough merit to warrant a bit of thought. The merge with the Westway would almost certainly require signals on safety grounds. (I think the nature of the current merge may be part of the reason people choose to drive through the junction instead of merging.)

Any thoughts?

Regards,  
Siân

---

From: [redacted] <[redacted]@westminster.gov.uk>

Sent: 02 April 2020 11:43

To: [redacted] <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@nrpltd.com>; [redacted] <[redacted]@tfl.gov.uk>

Cc: [redacted] <[redacted]@nrpltd.com>; [redacted] <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@westminster.gov.uk>

Subject: RE: A40 Westway

Hi Rob and co,

I am intrigued. Keen to hear more on TfL's current thinking.

Yes we will be engaging at some point in the near future. We were intending to do this over the spring months but have put engagement on pause until we feel it is appropriate to reignite these conversations with the wider public. The Council are currently focusing all engagement on COVID-19 response.

In the meantime we are focusing on desk based research and building a robust engagement strategy with our engagement consultant [redacted].

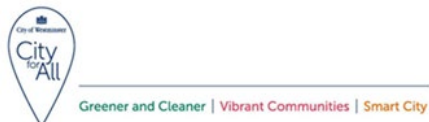
The project steering group will be made up of the stakeholders involved in the visioning workshops last autumn.

We will let you know as soon as engagement has been rebooted.

Kind regards,

[REDACTED]  
Place Shaping Officer  
Growth, Planning and Housing  
Westminster City Council

T: [REDACTED]  
E: [REDACTED] [westminster.gov.uk](mailto:[REDACTED]@westminster.gov.uk)  
Westminster City Hall | 64 Victoria Street | London | SW1V 6QP



<https://www.westminster.gov.uk/>

---

From: [REDACTED] [Tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>  
Sent: 01 April 2020 19:47  
To: [REDACTED] [nrpltd.com](mailto:[REDACTED]@nrpltd.com)>; [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>  
Cc: [REDACTED] [westminster.gov.uk](mailto:[REDACTED]@westminster.gov.uk)>; [REDACTED] [nrpltd.com](mailto:[REDACTED]@nrpltd.com)>; [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>  
Subject: Re: A40 Westway

[REDACTED]  
Maybe time to unleash the Sian Houston mega bus priority idea onto you!

Also [REDACTED] had a chat today about “engagement” over what we are looking at in terms of strategic questions around the A40 and Westway. ( with Abbas and Mike Keegan.

It would be good to get a feel if how you intend to engage as this develops — i guess you have the steering group and direct lines to members and this will continue ?

Get [Outlook for iOS](#)

---

From: [REDACTED] [nrpltd.com](mailto:[REDACTED]@nrpltd.com)>  
Sent: Wednesday, April 1, 2020 7:05:23 PM  
To: [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>  
Cc: [REDACTED] [westminster.gov.uk](mailto:[REDACTED]@westminster.gov.uk)>; [REDACTED] [nrpltd.com](mailto:[REDACTED]@nrpltd.com)>  
Subject: RE: A40 Westway

Many thanks Rob,

Yes – they’ve done a great job pulling all this together, we’ll be helping to look at potential options for new/improved crossings including a more detailed review of the possibility for signal control of the Westway slips. We managed to get traffic surveys completed before the lock-down, and we’re just waiting for signal data from the TfL team to enable us to build the model of the corridor.

Kind regards,

[REDACTED]  
[REDACTED]  
BEng CMILT MCIHT  
Office: [REDACTED]  
Mobile: [REDACTED]

Please note that the office phone number may not be available due to the current public health situation in the UK. Please use email or mobile in preference.

[Website](#) | [LinkedIn](#)



Norman Rourke Pryme  
57 Webber Street, London, SE1 0RF  
4 Colston Avenue, Bristol, BS1 4ST

Please consider the environment before printing this e-mail

This email transmission and any attachments are confidential and intended solely for the person or organisation to whom it is addressed. It may contain privileged and confidential information and if you are not the intended recipient, you must not copy, disclose, distribute or take any action in reliance on it. If you have received this email in error, please notify the sender and delete it from your system. Whilst we have taken reasonable precautions to ensure this

email and any attachment has been checked for viruses, we would advise you to carry out your own virus checks, particularly before opening an attachment. Any views or opinions expressed in this email are personal to the sender and may not necessarily reflect those of the Company unless specifically stated. NRP is a trading style of Norman Rourke Pryme Limited, registration number 7966438 (London). A list of the Directors names is available for inspection at our offices.

---

From: [redacted] <[redacted]@tfl.gov.uk>  
Sent: 31 March 2020 10:57  
To: [redacted] <[redacted]@nrpltd.com>; [redacted] <[redacted]@tfl.gov.uk>  
Cc: [redacted] <[redacted]@westminster.gov.uk>; [redacted] <[redacted]@nrpltd.com>  
Subject: Re: A40 Westway

There is no easy answer to anything at moment

Just finished reading the 5th studio baseline study — it is massive!

Had some thoughts ref A40 so will respond later....

Get [Outlook for iOS](#)

---

From: [redacted] <[redacted]@nrpltd.com>  
Sent: Tuesday, March 31, 2020 10:38:59 AM  
To: [redacted] <[redacted]@tfl.gov.uk>; [redacted] <[redacted]@tfl.gov.uk>  
Cc: [redacted] <[redacted]@westminster.gov.uk>; [redacted] <[redacted]@nrpltd.com>  
Subject: A40 Westway

Hi Rob, Sian, hope you're both well and enjoying the sunshine!

We're working with 5<sup>th</sup> Studio (architects/public realm) on North Paddington and they have a query about the future of the Westway - *What do the Structural concerns by TfL into the condition of and works to Westway, mean for its long-term future?* Is there an easy answer to this at the moment?

Kind regards,

[redacted]

[redacted]

BEng CMILT MCIHT

Office: [redacted]

Mobile: [redacted]

Please note that the office phone number may not be available due to the current public health situation in the UK. Please use email or mobile in preference

[Website](#) | [LinkedIn](#)



CONSTRUCTION CONSULTANTS  
HIGHWAYS AND INFRASTRUCTURE  
TRAFFIC AND TRANSPORT

Building magazine's Top 150  
construction consultants  
CIHT's Top 100 transportation  
consultants



Norman Rourke Pryme  
57 Webber Street, London, SE1 0RF  
4 Colston Avenue, Bristol, BS1 4ST



Please consider the environment before printing this e-mail

This email transmission and any attachments are confidential and intended solely for the person or organisation to whom it is addressed. It may contain privileged and confidential information and if you are not the intended recipient, you must not copy, disclose, distribute or take any action in reliance on it. If you have received this email in error, please notify the sender and delete it from your system. Whilst we have taken reasonable precautions to ensure this email and any attachment has been checked for viruses, we would advise you to carry out your own virus checks, particularly before opening an attachment. Any views or opinions expressed in this email are personal to the sender and may not necessarily reflect those of the Company unless specifically stated. NRP is a trading style of Norman Rourke Pryme Limited, registration number 7966438 (London). A list of the Directors names is available for inspection at our offices.

\*\*\*\*\*

The contents of this e-mail and any attached files are confidential. If you have received this email in error, please notify us immediately at [postmaster@tfl.gov.uk](mailto:postmaster@tfl.gov.uk) and remove it from your system. If received in error, please do not use, disseminate, forward, print or copy this email or its content. Transport for London excludes any warranty and any liability as to the quality or accuracy of the contents of this email and any attached files.

Transport for London is a statutory corporation whose principal office is at 5 Endeavour Square, London, E20 1JN. Further information about Transport for London's subsidiary companies can be found on the following link: <http://www.tfl.gov.uk/corporate/about-tfl/>

Although TfL have scanned this email (including attachments) for viruses, recipients are advised to carry out their own virus check before opening any attachments, as TfL accepts no liability for any loss, or damage which may be caused by viruses.

\*\*\*\*\*