CITY OF WESTMINSTER – ENVIRONMENT AND COMMUNITIES

DELEGATED AUTHORITY CONSULTATION REPORT – 8170

TRAFFIC ORDER – TANNER LANE

(Drawing No. UK0029995.4264-WSP-P01-X-DR-HI-1202 & 1203)

(Hyde Park Ward)

Background

In February 2024, Westminster City Council's service provider (WSP / FMC) was engaged to undertake a Stage 12 combined Feasibility and Initial Design review of public realm improvements associated with Tanner Lane, W2.

The Developer, Network Rail, entered a Section 278 legal agreement. Under the terms of the agreement, the Developer is required to implement improvements to the highway.

The scope of the proposed highway works to be reviewed, include, but are not limited to:

- Introduction of pedestrian crossings;
- Installation of new kerbs;
- Installation of street lighting;
- Repaving of the footway and carriageway;
- Installation of bollards and cycle stands;
- Adjustment to parking bays; and
- Upgrade of waiting and loading restrictions.

On 21st October 2025, the Head of Parking considered and approved a report under his delegated powers allowing consultation on proposals to:

(a) introduce double yellow line "at any time" waiting and loading restrictions on both sides of the westernmost north-west to south-east arm of Tanner Lane, replacing the existing "Blue Badge" disabled persons' parking place (6 bays), the motorcycle parking place (15 metres) and single yellow line waiting restrictions;

(b) replace the pay-by-phone parking place (2 bays) on the south-east side of South Wharf Road, adjacent to St. Mary's Hospital Mint Wing, with a "Blue Badge" disabled persons' parking place (11 metres / 2 bays);

(c) replace the pay-by-phone parking place (4 bays) on the north-west side of South Wharf Road, adjacent to Paddington Station, with two "Blue Badge" disabled persons' parking places (2 bays) and 11.5 metres of double yellow line "at any time" waiting and loading restrictions;

(d) extend the motorcycle parking place on the north-west side of the north-east to south-west arm of Tanner Lane, adjacent to St. Mary's Hospital Mint Wing, south-westward

A: WSP Traffic Order Team, 3rd Floor, Westferry House, 11 Westferry Circus, London, E14 4HD **T:** [redacted]

by 6 metres, replacing a length of double yellow line “at any time” waiting and loading restrictions; and

(e) introduce double yellow line “at any time” waiting and loading restrictions on the south-east side of South Wharf Road, at its junction with the westernmost north-west to south-east arm of Tanner Lane.

The temporary one-way working in Tanner Lane would also be removed and two-way working would be reinstated.

Results of the consultation

Following the publication / posting of press and street notices between 29th October and 19th November 2025 and consultation with frontagers and other key parties on the proposed measures 24 responses were received, as detailed in Appendix A and B to this report. The extent of the letter consultation included two ward councillors, three local residents’ associations, 47 statutory bodies and 106 frontagers.

Recommendation

It is recommended that the Traffic Orders are made as proposed to facilitate the implementation of the scheme shown on Drawing No. UK0029995.4264-WSP-P01-X-DR-HI-1202 & 1203.

I agree / disagree with the recommendation.

Signed [redacted] Date 10/2/26

[redacted]
Programme Assurance Manager
Strategic Transport and Connectivity, Environment and Communities

Signed [redacted] Date 10/02/2026

[redacted]
Head of Parking
Strategic Transport and Connectivity, Environment and Communities

APPENDIX A - RESPONSES RECEIVED TO CONSULTATION

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
1.	[redacted] Metropolitan Police Service [redacted] Email dated 29th October 2025	The Met Police have no objection or observation to add with regard to the proposal.	Noted.
2.	[redacted] Grand Union Bid The Paddington Partnership [redacted] Email dated 29th October 2025	Thank you for the opportunity to comment on these Tanner Lane proposals. (a) I welcome the proposed double yellow lines and pavement widening. (b) I welcome the new kerb treatment on the Mint Wing side, with the integration of the historic layout. (c) I have some concerns about the uncontrolled crossings and would very much like to see the modelling or data behind it. It would have been useful to see this included in the FAQs too. Perhaps you could add this? (d) The crossing locations do not sit well with me, knowing that road really well and how vehicles behave with the 'chicane'. I am particularly	(a) Noted. (b) Noted. (c) The bollard line ends where there is a footway kerb upstand and therefore an accessible means of transfer for pedestrians (including in wheelchairs) to the opposite side of the pavement was required. The crossing locations are constrained by parking spaces, large vehicle movements and below ground utilities. They have been situated to ensure visibility for pedestrians of oncoming vehicles, and the build-outs for the crossing on South Wharf Road have been included for this reason. (d) See comment 2(c) above.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
		concerned about the crossing nearest Paddington Square which is quite wide and at the corner.	
		(e) It is not clear whether the proposed cycle hire bay is dockless or not. If dockless I would definitely not support the location of a crossing adjacent to a dockless bay. This can be a real hazard for cane users.	(e) The TfL cycle hire docking station that was previously on Winsland Street, at the side of the Royal Mail building, will be reinstated on the corner of Tanner Lane, by the Paddington Square building. This is not shown in detail on the drawings as these works are part of the Paddington Square s106 obligations and will be implemented by the City Council after the Network Rail works are complete.
		(f) Is there any proposed geofencing of dockless bikes on Tanner Lane, especially adjacent to the station's Tanner Lane exit?	(f) The area around Paddington Station and St. Mary's hospital including Tanner Lane is already prohibited by dockless bikes for cycling and parking.
		(g) It is disappointing that this scheme has not benefited from the inclusion of any green infrastructure. The run-off from Span 4 is quite significant here and even the smallest amount of green infrastructure could help alleviate localised flooding. I appreciate that the bridge below the road needs to be future-proofed but there are solutions that might have allowed both goals to coexist.	(g) The depth to the bridge structure is too shallow to accommodate any buried drainage features, including sustainable drainage systems (SuDS).
		(h) The cycle parking is welcomed. Will station or hospital CCTV cover the new cycle stands? As there does not appear to be much overlooking / natural surveillance in this location. Would it be possible to accommodate a few cargo bike cycle stands too? These are in short supply in Paddington.	(h) There may be private CCTV networks on nearby buildings, but the City Council do not have information on whether CCTV will cover the proposed cycle stands. The lighting will be improved with an additional lamp column on the station side near the corner of the station entrance / exit to the taxi deck, and new wall mounted lighting on the Mint Wing building to remove dark spots.

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
			The proposed cycle stands parallel to the kerb-line on Tanner Lane are Sheffield stands and can therefore accommodate cargo bikes.
3.	[redacted] Safe and Healthy Streets | Investment Planning | Surface Transport Transport for London (TfL) [redacted] Email dated 31st October 2025	I had heard years ago some concerns about the structure over the corner of Paddington station tracks. How much of a concern is it? I note this is about protecting the structure but is there a risk with lorries going along there - though I guess that would be a rare event.	This project is being delivered by Network Rail to repair the bridge spans that hold up the highway on Tanner Lane. Once complete, the bridge will be strong enough to retain two-way traffic of 44 tonne lorries in either direction. The structural assessment failed when the existing parking places were retained, therefore it is proposed to relocate some of the parking to South Wharf Road.
4.	[redacted] Waste and Parks Westminster City Council [redacted] Email dated 31st October 2025	This scheme will have no impact on waste collections or street cleansing.	Noted.
5.	[redacted] Imperial College Healthcare NHS Trust	I'm getting in touch regarding the Tanner Lane consultation as I unfortunately missed the deadline to respond. I have concerns regarding the access of the artic waste vehicle required to facilitate the clinical waste collection at St. Mary's hospital. Due	The City Council are aware of the requirement for an articulated clinical waste lorry to access the hospital on South Wharf Road via Tanner Lane. The design team has tracked a 16.5m articulated lorry on the proposed layout (please see Drawing

	NAME AND ADDRESS	RESPONSE	OFFICERS' COMMENTS
	[redacted] Email dated 30th December 2025	to the road closure the trust has had to accommodate to smaller vehicles which comes at a significant cost to the trust. The expectation was that this issue and additional cost would no longer be required once the road reopened. However, based on the consultation this does not appear to be the case. Our waste contractor, [redacted], who I believe has also been in touch have concerns over the motorcycle parking bays on the corner and anticipate that the vehicle will be unable to turn.	No. 167879-99997-WST-MLN1-DRG-EHW-010007 Rev. A03). The tracking plan shows that a 16.5m artic lorry would have the required space to make the manoeuvre around both bends, north- and south-bound. The swept path of the lorry does indicate some encroachment onto the outside lane, therefore, an oncoming vehicle would need to give way for a short period, but this is expected and would not be mitigated by the removal of parking which is required in the vicinity. No response has been received from [redacted] regarding vehicle access to St. Mary's Hospital.

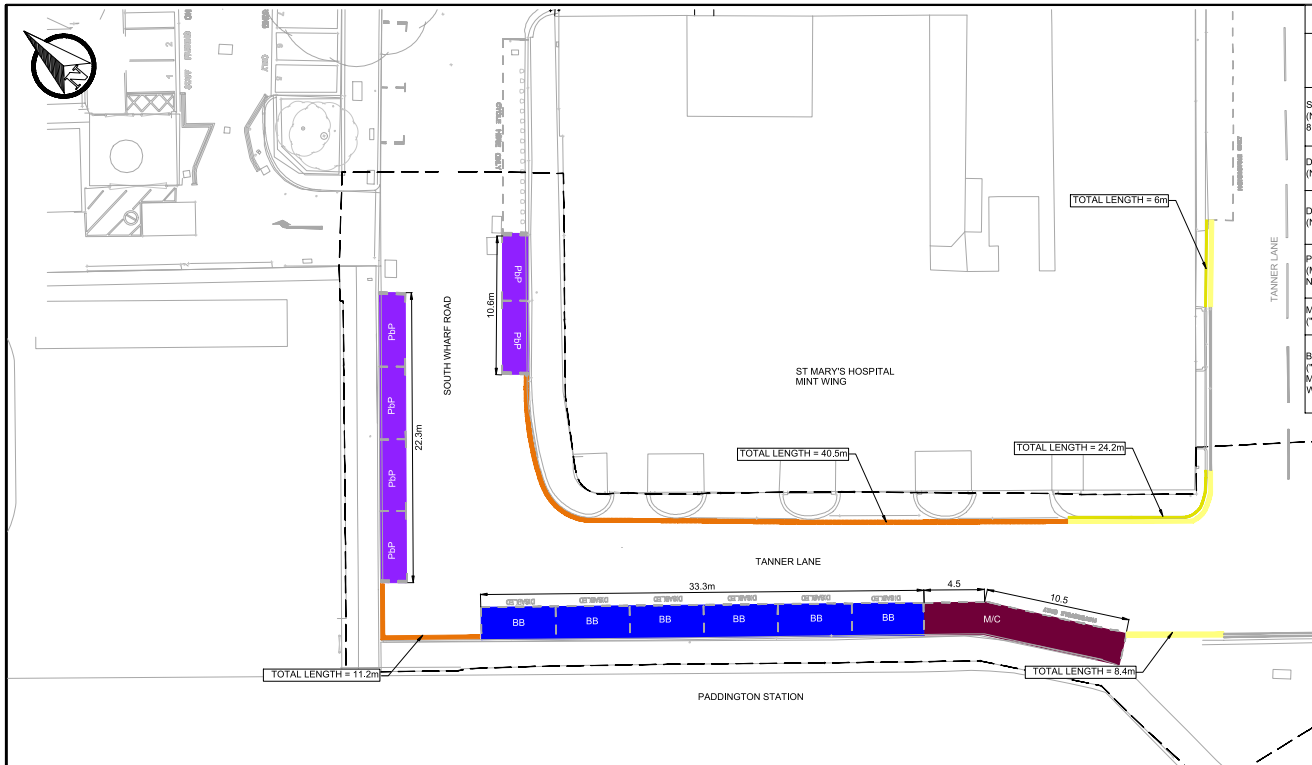
APPENDIX B - RESPONSES SUBMITTED ON COMMONPLACE

	RESPONSE	OFFICERS' COMMENTS
1.	(a) It has taken far too long to reinstate pedestrian and bicycle access through from Paddington Basin to Praed Street. This has been a major irritation and inconvenience to the hundreds of people who seek to use that through route. (b) The plan seems to ignore completely the fact that there always has been a major pedestrian (and bicycle) traffic thoroughfare from Paddington Basin through to South Wharf Road and then down what was London Street to Praed Street and beyond. There seems no continuous pedestrian pavement planned along the whole route to allow safe pedestrian traffic to flow, segregated from traffic. (c) There seems to be no safe provision for bicycle traffic to and from Paddington Basin through Tanner Lane onto Praed Street, London Street and beyond. (d) All the thinking seems to be about cars and parking, not about who will mainly use this - pedestrians! (e) Please hurry up; the disruption has gone on much, much too long.	(a) The road surface is highways but is supported by a bridge which is a Network Rail asset and forms part of the Paddington Station estate. Structural remedial works were required to the bridge structure and it was necessary to close all access to this part of Tanner Lane while the road structure was excavated and the bridge structure repaired. (b) A pedestrian and cycle route along Tanner Lane will be maintained. Pedestrian access will be improved through a wider footway on the west side and formalising a footway on the Mint Wing (east) side where previously the footway was substandard. (c) The route from Paddington Basin ('the backs') will continue south along Tanner Lane to Praed Street maintaining the route that was provided prior to the station bridge works. (d) See comment 1(b) above. (e) Noted. Works are subject to Network Rail's works programme, and the City Council's approvals for Highways design.
2.	I agree with the plan. The balance between disabled parking and short term parking for hospital visitors seems reasonable. Good to have more bike parking around the Hospital and Paddington Station.	Noted.
3.	Considering this is Ambulance access to A&E in South Wharf Road, will design allow for speedy access at all times? Also, what protection has been considered for heavier traffic impact in	The ambulance route to A&E that was in place prior to the works will be reinstated. Winsland Street extents including the Outpatients department should not be affected by this project. HGV traffic will

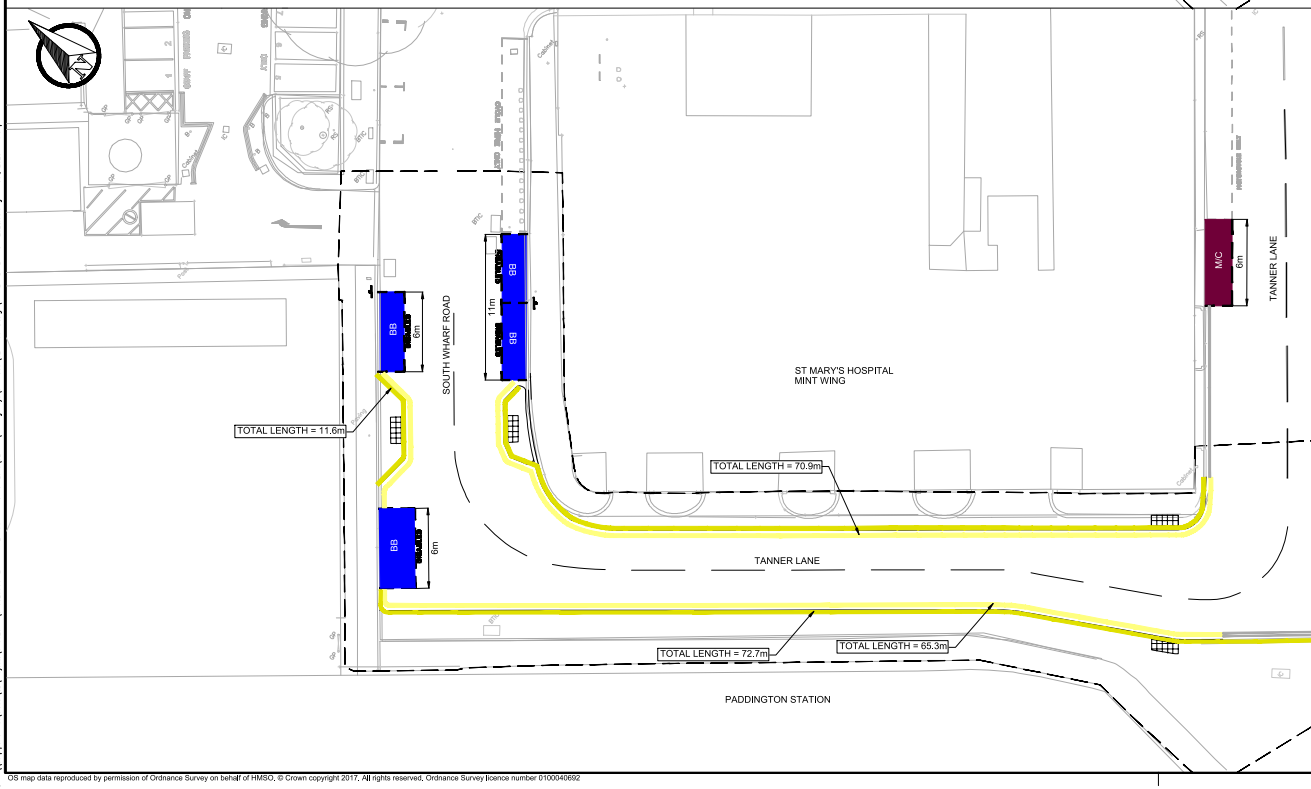
	RESPONSE	OFFICERS' COMMENTS
	Winsland Street where Out Patients entrance is, and associated mobility vehicles and other vehicles needing good access, to pick up and bring patients?	generally turn down Tanner Lane and not be required to enter Winsland Street unless for specific access to the hospital buildings. Disabled and pay-by-phone parking bays are available on Winsland Street for parking and pick-up and drop-off.
4.	I fully support these proposals.	Noted.
5.	All the proposals seem sensible providing there is adequate room to cycle as this used to be a major cycle route with cyclists coming either from Hyde Park or from the canal.	Noted.
6.	You are providing cycle stands but no safe separate road cycle lane in these alterations.	There is not adequate space for a dedicated cycle lane alongside access for general traffic.
7.	Looks great. Keep up the good work!!	Noted.
8.	I used to use this street to access Paddington station by foot across the Regent's Canal from where I live on the Lisson Green Estate. What I am looking for in this scheme is the restoration of my foot access along approximately the same route, to get me as quickly and directly as possible onto the main waiting concourse at Paddington Station. That would represent a successful outcome to this scheme for me. Anything else, especially if it's still blocked to foot traffic, that would be the worst possible outcome for me.	A pedestrian route between the canal and the main entrance to Paddington Station, facing Praed Street, will be opened up once the scheme is complete.
9.	Having a crossing on a turning is never a good idea. Reducing parking bays makes it harder for people that don't have disabled badges to find park.	The crossing locations are constrained by parking spaces, large vehicle movements and below ground utilities. They have been situated to ensure visibility for pedestrians of oncoming vehicles, and the build-outs for the crossing on South Wharf Road have been included for this reason.
10.	The removal of parking lots and the addition of pedestrian crossings are welcome additions.	Noted.

	RESPONSE	OFFICERS' COMMENTS
11.	Seems reasonable to open it up to 2 way traffic.	Noted.
12.	bom para porra	Noted.
13.	I support these proposals.	Noted.
14.	Pedestrianise it! If any traffic, only emergency. This stretch would serve the area much better pedestrianised. Together with knocking down or back the hideous "listed" wall to allow more direct access from Paddington station to the canal.	The road is being maintained as an ambulance route to and from the hospital. Additionally, clinical waste lorries will require access to the hospital via this route. Therefore, it was not considered appropriate to pedestrianise it.
15.	I support this proposal.	Noted.
16.	Support.	Noted.
17.	I would like to see a pedestrian crossing on Tanner Lane between Paddington Square and the Winston Churchill building on Winsland Street. A lot of patients and staff use this route and when the access along Tanner Street improves for cars this crossing area is likely to become busier than it currently is, with increased risks for those pedestrians from cars leaving Praed Street or returning to Praed Street.	The requested crossing is outside the scope of this project. However, the comments are noted and pedestrian improvements to this crossing are within scope and being considered by the wider Praed Street project. More information on the project can be found here: https://paddington-bayswaterhighstreets.commonplace.is.
18.	Add a pedestrian crossing in South Wharf Road. Remove parking space from South Wharf Road and create more drops bays. Add a pedestrian crossing at entrance to Tanner Street from Praed Street Increase the pavement width in Winsland Mews and consider pedestrian crossing near the Jefferiss Wing front door. Add speed humps to Winsland Street / Mews.	There is a pedestrian crossing included on South Wharf Road between the Mint Wing and at the hospital buildings on the north side of South Wharf Road. Kerbside space is limited and the priority is to reinstate disabled blue badge parking bays that were removed from the bridge deck. Other ideas are noted and although are outside scope of this project, improvements to pedestrian crossings at Tanner Lane / Praed Street is under consideration for the wider Praed Street project. More information on the project can be found here: https://paddington-bayswaterhighstreets.commonplace.is.

	RESPONSE	OFFICERS' COMMENTS
19.	Would it be possible to include parking bays for electric hire bikes. I know some councils are now working with the e-bike providers in creating geofenced parking bays to help clear the parking clutter that currently occurs on pavements. I feel this is especially important next to a hospital site, as many users of the pavements in the area have mobility issues, making bikes parked on pavements an even bigger issue.	The area around Paddington Station and St. Mary's hospital including Tanner Lane is already prohibited by dockless bikes for cycling and parking. The City Council has introduced over 200 designated bays for parking dockless bikes and e-scooters and over 170 virtual bays for dockless bikes, totalling over 380 locations. Bays are placed on the footway or carriageway, depending on what works best at each location. The City Council will look to expand the network where there's clear demand.
20.	Install controlled pedestrian crossing. The only way cyclists and motorists will properly allow pedestrians and disabled folk to cross is by actual traffic lights forcing them to stop. They don't pay heed to Zebra crossings.	There are no zebra crossings proposed as part of this scheme. However, two informal pedestrian crossings are proposed at Tanner Lane and South Wharf Road. Although outside the scope of this project, improvements to the pedestrian crossing at Tanner Lane / Praed Street is under consideration for the wider Praed Street project. More information on the project can be found here: https://paddington-bayswaterhighstreets.commonplace.is.



EXISTING LAYOUT



PROPOSED LAYOUT

PARKING AND LOADING SCHEDULE

RESTRICTION TYPE	SYMBOL	EXISTING PROVISION		PROPOSED PROVISION		DIFFERENCE	
		MEASURE (M)	SPACES	MEASURE (M)	SPACES	MEASURE (M)	SPACES
SINGLE YELLOW LINES (NO WAITING, MON - SAT 8.30AM-6.30PM)		51.7	-	-	-	-51.7	-
DOUBLE YELLOW LINES (NO WAITING "AT ANY TIME")		38.6	-	147.8	-	+109.2	-
DOUBLE KERB MARKINGS (NO LOADING "AT ANY TIME")		30.2	-	155.2	-	+125.0	-
PAY-BY-PHONE PARKING (MAX STAY 4 HOURS, NO RETURN WITHIN 1 HOUR)	PbP	32.9	6	-	-	-32.9	-6
MOTORCYCLE PARKING ("AT ANY TIME")	M/C	15.0	18	6.0	7	-9.0	-11
BLUE BADGE PARKING ("AT ANY TIME", MON-FRI 8.30AM-6.30PM MAX STAY 4 HOURS NO RETURN WITHIN 1 HOUR)	BB	33.3	6	23.0	4	-10.3	-2

KEY

- S278 BOUNDARY
- SINGLE YELLOW LINES (NO WAITING, MON - SAT 8.30AM-6.30PM)
- DOUBLE YELLOW LINES (NO WAITING "AT ANY TIME")
- DOUBLE KERB MARKINGS (NO LOADING "AT ANY TIME")
- PbP — PAY-BY-PHONE PARKING (MAX STAY 4 HOURS, NO RETURN WITHIN 1 HOUR)
- M/C — MOTORCYCLE PARKING ("AT ANY TIME")
- BB — BLUE BADGE PARKING ("AT ANY TIME", MON-FRI 8.30AM-6.30PM MAX STAY 4 HOURS NO RETURN WITHIN 1 HOUR)

REV	DATE	BY	DESCRIPTION	CHK	APD
S2-P02	17-10-2025	ABM	EXTENSION OF MOTORCYCLE BAY	PG	DDC
S2-P01	18-09-2025	NR	FIRST ISSUE	PG	DDC

DRAWING STATUS: CONSULTATION

FMConway / WSP
WSP House, 70 Chancery Lane,London,WC2A 1AF
www.fmconway.co.uk www.wsp.com

CLIENT: City of Westminster

PROJECT: TANNER LANE PUBLIC REALM WORKS

TITLE: PROPOSED & EXISTING TRAFFIC MANAGEMENT ORDER

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	18.09.2025	NR	PG	DDC	A1

WSP PROJECT No.	FMC PROJECT NO.	WCC PROJECT NO.
UK0029995.4264	WWESA3731	C.WD13714

DRAWING No.: UK0029995.4264-WSP-P01-X-DR-HI--1202 & 1203 REV.: S2-P02

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