

London Cycling Campaign

18 December 2015

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response supports the response of our local Kensington & Chelsea Cyclists group.

In general, the London Cycling Campaign would like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.

Response to Dovehouse Street to St Leonard's Terrace consultation

We welcome the use of modal filters on Tryon Street to remove through traffic, and the crossing at King's Road. But remain concerned about several scheme elements.

The junction of Cale Street and the significantly busier Sydney Street, as well as potentially the junction at Ixworth Place which is wide and can be subject to faster turning movements, will remain a barrier to less confident cyclists. In the same vein, at the junction at Whitehead's Grove more could be done to ensure turning traffic does not come into conflict with eastbound cyclists on Cale Street.

Response to Brompton Cemetery to Exhibition Road consultation

This scheme sadly cannot be supported by the London Cycling Campaign. It in no way will be quiet enough to encourage less confident cyclists to use it, and offers only marginal gains for existing cyclists. We would like to see far more robust measures – at junctions and on busier streets – used to ensure the scheme does enable all ages, all abilities cycling, including for less confident cyclists.

In detail, the scheme fails at many points, including:

The junction with Queen's Gate and Stanhope Gardens, both fairly busy roads, seems to be barely treated. Stanhope Gardens carries significant levels of traffic including buses, while Harrington Road is busier, and Queen's Gate is busier still.

In the same vein, the Gloucester Road junction seems untouched. And the crossing from Old Brompton Road to Kempsford Gardens has no treatment at all.

The treatment of Kempsford Gardens and other wide and residential streets in the scheme also fails to intervene sufficiently. More appropriate than mandatory lanes on an incredibly wide one-way road would be modal filters (ideally in a "cell" or "area" based approach that removes through traffic across a network of residential streets – rather than simply concentrating it on fewer streets). Or some form of protected cycle track – for which there's clearly enough space on Kempsford Gardens to have in both directions.

The retention of the roundabouts on Harrington Gardens is also a scheme failure point. But the biggest failure of this scheme is to tackle the busy and aggressive traffic that remains at the north end of Exhibition Road. Removing traffic or creating protected space for cycling on this busy and still hostile road must surely be a priority for this scheme to succeed.