

London Cycling Campaign

16 March 2016

<https://consultations.tfl.gov.uk/roads/kensington-high-street>

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 was developed with input from the co-chairs of our Infrastructure Review Group and from our local group RBKC Cycling and in support of their consultation response.

The London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.

Likely this scheme retains "Critical Fails" which must be fixed as a matter of urgency. Cyclists are asked to cross a stream of left-turning traffic at Holland Road, eastbound and Warwick Road northbound, while Addison Road southbound also features significant hook risks.

These are only the most pressing of several concerns that arise from treating Kensington High Street, Warwick Road and Addison Road as urban motorways. The result is a hostile cluster of junctions that act as a barrier to cycling and walking in the area.

The consultation states that one of the key drivers in amending this junction is that "the location has been the site of an above average number of collisions in recent years, many of which involved vulnerable road users." But nothing proposed here will likely make for significant safety improvements to at least one vulnerable group – those cycling.

On top of the safety concerns, staggered pedestrian crossings are not convenient for use. And there is a failure to enable safe, comfortable and convenient right turns from all directions for cycling on either junction.

Moving the bus stop will also not remove the issue of cyclists being forced out into general traffic when a bus is at the stop (this problem is found both on the eastbound and westbound directions of Kensington High Street).

We want a complete redesign of these two junctions, at the very least taking a small amount of carriageway from Kensington High Street, or freeing up space by introducing direct pedestrian crossings without islands, to create safe space for cycling.