

Kensington & Chelsea Quietway Shepherd's Bush to Kensington High Street

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<https://www.rbkc.gov.uk/parking-transport-and-streets/getting-around/cycling-and-walking/quietway-cycle-route-consultation>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments:

These proposals are supported with very strong caveats – in isolation they do not go anywhere near far enough to enable more people to cycle and a wider range of people to cycle in the borough or area, so without further modification their value-for-money is questionable.

They are too weak to create an end-to-end route, but they do somewhat improve matters for those already cycling in the area and represent a small step forward for a borough that has been positively hostile toward cycling and “Healthy Streets” in the past.

To make these roads attractive to new cyclists through traffic must be removed, with the most obvious measure being a point “no entry” to motor vehicles at the junction of Russell Road and Kensington High Street.

Specific comments:

- All of the general proposals – removing chicanes, adding sinusoidal full-width speed humps, contra-flow cycling, banned motor vehicle turns etc. are welcome, but do not go far enough.
- On Russell Road, sinusoidal speed humps alone will only have a small effect on driver speed and aggressive behaviour, but will not likely reduce motor traffic volumes – this is a clear and popular motor traffic through route. Further action must be taken to remove through motor traffic here, potentially using a point no entry at Kensington High Street (except cycles), to ensure this route is appropriately quiet. This small change would significantly improve conditions for cycling and for the residents of this and adjoining streets.
- TfL's Strategic Cycling Analysis highlights these roads as inside zones of the highest cycle demand and partially zones of the highest cycle growth. On top of that, this specific alignment, assuming there is no scheme immediately forthcoming for

Holland Road, is highlighted as a top potential corridor (in the “medium” category) for ensuring a full and strategic cycle network for London and already carries circa 700 cycle journeys daily (according to DfT). This means that any scheme for cycling here should enable a wide range of people to cycle and far more of them – and it should be comfortable, safe and useful enough to enable those already cycling to avoid the dangerous Holland Road. This scheme alone will not achieve that potential.

- It is clear that nearly all local collisions happen on Holland Road, Kensington High Street, Shepherd’s Bush Green and other main roads – and this alone should be a good reason to prioritise high-quality cycling and walking, as well as safety schemes, on these routes. Combined with the corridors highlighted from the Strategic Cycling Analysis, and the gaps evident in Kensington & Chelsea’s own current Cycle Quietways map, this underlines the urgency with which the council must bring forward east-west schemes along Holland Park Avenue and Kensington High Street. It should not require more pedestrian or cycling fatalities on these routes before the council takes action. And also a scheme stretching further south.
- Banned turns on residential roads can often be ignored by drivers. Frequent enforcement is the least that should be considered here. Bollards or kerb changes to further reinforce the bans should be strongly considered. The signs should also clearly exempt cycling.
- On the drawings, cycle logos are painted far too close to parked car bays, increasing the risk of “close pass” driver behaviour and “dooring” incidents.
- On Hansard Mews, there is currently a dropped kerb missing at the north end.
- These measures should be considered as part of improvements aimed at creating “low traffic neighbourhoods” that remove through motor traffic from primarily residential neighbourhoods, in the area. In the immediate vicinity, making changes to Abbotbury Road to remove north-south through motor traffic would vastly increase the potential use of this scheme. As would changes to Addison Gardens for east-west through traffic. Such changes should be considered as part of an area-wide strategy and would likely have benefits far beyond simply further connections for this cycling scheme.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of

motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.

- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, 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 issues" eliminated.