

London Cycling Campaign response to Kensington & Chelsea's Shepherd's Bush to Notting Hill Cycleway consultation

20 March 2020

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

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 on this strategy:

- These proposals are supported. While the scheme does not deliver a direct, or sufficiently comfortable route, it has the potential to both be improved, connect to other routes and, most importantly, represents a welcome improvement in the quality of proposals from the council on walking, cycling and motor traffic dominance.
- We fully support the more detailed response from our borough group, the Kensington & Chelsea Cycling Campaign.

Specific comments on this strategy:

- These proposals can in no way be considered to be a viable alternative to TfL's proposed route along Holland Park Avenue. These proposals would require those cycling to cover over 70% extra distance to reach the same points end to end and via a fairly steep gradient too. This will fail to entice people away from cycling on Holland Park Avenue or reduce or in any way ameliorate the evidenced road danger issues there. However, it is noted these proposals offer extra, local connectivity away from Holland Park Avenue.
- The proposals likely barely scrape past TfL's too low Quality Criteria for Cycleway funding (for more on LCC's view on the Quality Criteria, see: <https://lcc.org.uk/pages/tfl-quality-criteria>). There are numerous locations where more interventions or design improvements should be considered, including: narrow shared space near the steps at Shepherd's Bush roundabout; exit from shared space onto Norland Road; the mini roundabouts at Addison Avenue and Pembridge Crescent; lack of physical speed control measures for motor vehicles on the section of Kensington High Street – Notting Hill scheme (previously consulted on, LCC response here:

https://s3.amazonaws.com/lcc_production_bucket/files/13316/original.pdf?1560272165), as well as on Princedale, Portland, Clarendon, St John's Gardens, Lansdowne Crescent, St John's Gardens; low quality of Pembridge Square to Meanwhile Gardens Cycleway proposals (previously consulted on, LCC response here: https://s3.amazonaws.com/lcc_production_bucket/files/13237/original.pdf?1553867186); and current layout of Ossington.

- Several roads should also be considered for further modal filtering, before other physical speed control measures for those driving are considered. These include but are not limited to Pembridge Crescent, Pembridge Square, and Queensdale Road east of St. Anne's, as well as several of the roads listed for lack of speed control above. The principle the council should be working to is to eliminate all through or "ratrun" motor traffic from its primarily residential areas, confining it solely to main/distributor roads.
- On Queensdale Road, west of the junction with St Anne's, physical speed control measures are needed, and pedestrian refuges should be removed to ensure lane widths are not a "critical issue" for road danger according to TfL's London Cycling Design Standards. The crossing of St Anne's itself should be a parallel cycle/pedestrian design with the cycle side closer to Queensdale Road.
- The additional modal filtering – on Lansdowne Crescent and by restricting through motor traffic at Kensington Park Road – are very welcome. The speed humps on Kensington Park Gardens are also welcome.
- The crossing itself at Kensington Park road either needs to be a formal, signal controlled junction, or at minimum on a raised table. Similarly, the crossing of Pembridge Road also needs to be on a raised table.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.