**London Cycling Campaign**

21 February 2017

**Options for Sloane Street**

https://www.rbkc.gov.uk/sites/default/files/atoms/files/Download%20the%20questionnaire%20for%20%20Sloane%20Street_0.pdf

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. The response is in support of the response from Kensington and Chelsea Cyclists, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

LCC supports the intention to reduce the dominance of traffic and to upgrade the public realm in this iconic street.

However we do not support this proposal as it stands, as it gives no consideration to improving the infrastructure for the almost 2,000 people who already cycle on this street daily, and does nothing to encourage an increase in journeys by cycling. This route is particularly important for cycling given the absence of any other protected or low-traffic routes for north-south journeys in the area and because of the potential to link to the East West Cycle Superhighway.

Specific points about the scheme:

- Increased pavement space and planting is welcomed.

- Safe segregated space for cycling must be provided for the full length of Sloane Street, ideally physical separation – stepped tracks or fully segregated kerbed tracks. This must be achieved by further reducing space for motor traffic and not reducing space for pedestrians.

- The junctions at Sloane Square and Knightsbridge must be designed to provide safe and comfortable passage for those cycling to turn in each available direction.

- The scheme should be extended to provide safe segregated space for cycling across Knightsbridge to join the East-West Cycle Superhighway in Hyde Park and Lower Sloane Street should be considered as soon as possible for a cycling scheme.

- Any parking and loading areas must be positioned to minimise risk to users of the segregated cycling space.

- Junctions to side streets should prioritise safe and comfortable passage for those cycling. This could include "blended crossings" or "continuous footways" with the side street featuring narrowed entry/exit, a raised table, paving crossing the junction

mouth and ideally a modally-filtered residential area treatment beyond, to reduce turning movements in and out of side streets to a minimum. For busier side streets this could include appropriately phased lights.

- 20mph limits should run throughout the 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 mode 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.

- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with an aim for a Cycling Level of Service (CLoS) rating of 70 or above, with all "Critical Fails" eliminated.