

Kensington & Chelsea Brompton Road, Beauchamp Place junction

19 February 2018

<https://consultations.tfl.gov.uk/roads/brompton-road/>

This consultation response is on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. This response was developed with input from representatives of LCC's borough groups.

This scheme is opposed. Beauchamp Place is part of a high cycling potential corridor in TfL's Strategic Cycling Analysis and over 1,000 cyclists already use Brompton Road nearby according to the DfT. Given this, the scheme fails to provide much improvement for cyclists, despite this being one of the key scheme priorities, and will fail to tackle motor traffic dominance at this location – putting it against the aims and principles of the Mayor's Transport Strategy.

Specific points about the scheme:

- TfL's Strategic Cycling Analysis shows a route of high cycling potential along Pont Street and Walton Street, very close to this junction. Meanwhile over 1,000 cyclists daily mix with over 22,000 motor vehicles (including over 500 HGVs and 1,200 buses and coaches) according to the DfT. This is a location with high cycling flows and potential, high levels of walking, and high levels of local amenities and destinations. Yet it is an area with crowded pavements, no cycling facilities and dominated by motor traffic.
- Reducing the dominance of motor traffic, as well as providing safe facilities for those cycling and walking in the area is vital. This scheme offers little change for the benefit of cycling, or walking. Advance Stop Lines particularly on Brompton Road are derisory. Safe and comfortable cycle tracks and/or modal filters on side streets (Beauchamp Place), with junctions separating cycle flows from motor vehicle flows in time and/or space will be required.
- The consultation material says "modelling shows that the junctions will continue to operate efficiently and the changes will have little impact on journey times through the area." This indicates the scheme is providing for private motor vehicle capacity over cycling and walking – which is directly against the aims of the Mayor's Transport Strategy to modally shift journeys from private motor vehicles to walking, cycling and public transport.
- The implication from consultation materials is this scheme may well be funded in part from the cycling budget. It offers far below any minimum quality to enable more people to cycle here, or truly deliver safe cycling facilities. As such, it should not use any cycling funding at all.

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.
- 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.