

Kensington & Chelsea King's Road Edith Grove and Ashburnham Place

19 February 2018

<https://consultations.tfl.gov.uk/roads/edith-grove/>

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. These junctions are "heavily used" by those cycling and TfL's consultations states that the planned changes will make it "easier and safer" to cycle here. This implies this scheme is being at least in part funded from cycling budgets. Yet this scheme offers little of value to those currently cycling here, and will certainly not enable more people to cycle here, despite high potential to do so.

Specific points about the scheme:

- King's Road is marked as one of the 25 corridors of highest cycling potential on TfL's Strategic Cycling Analysis, while Ashburnham Road/Gunter Grove is labelled as a corridor with high potential in cycling growth. DfT estimates 1500 cyclists use this stretch of King's Road daily, mixing with over 18,000 motor vehicles (including over 500 HGVs and over 1,000 buses and coaches). Similarly, Gunter Grove sees over 600 cyclists already, against over 19,000 motor vehicles (including 700 HGVs and over 500 buses and coaches). Edith Grove features 500 cyclists, over 18,000 motor vehicles (including nearly 900 HGVs and over 500 buses and coaches). In other words, this is not just an area of high cycling potential, it already features high cycling flows and high numbers of collisions with those cycling on the King's Road particularly.
- The new signalised pedestrian crossings are welcome. However, pedestrian crossings do not improve the environment for cycling. Similarly, "early release" signals are only of any value at all if most people cycling through the junction are held at a red light. Again, the entire scheme does very little for cycling – far below the bare minimum given the potential to cycle here. As such, it should not use any cycling funding at all.
- Any design that does move forward here must provide for far higher and wider ranges of people cycling, including those that currently don't and won't cycle in the area. Given this, it is likely separate tracks for cycling and junction signals that separate those cycling in time and/or space, will be the minimum required on most streets in this scheme, and/or radical motor traffic volume reductions to below 2,000 PCUs daily on any quiet streets using modal filters and physical/enforced design of streets for 20mph maximum speeds.
- The consultation material says "modelling shows that the junctions would continue to operate efficiently and the overall changes would have little impact on journey times for all traffic." 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.

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.