

Kensington & Chelsea Transport Commonplace (LIP engagement)

7 September 2018

<https://rbkctransport.commonplace.is/>

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.

The Royal Borough of Kensington & Chelsea (RBKC) has asked for ideas "that would help more people to walk and cycle, improve conditions for bus passengers, make our roads safer and reduce pollution" with the aim of delivering "healthy streets ... with better air quality and more people walking and cycling."

As a central London borough, RBKC has huge potential to increase both walking and cycling journeys made in and through the borough. To play the major role it should be doing in fulfilling the Mayor's Transport Strategy and to improve on the very low quality of cycling (and walking) provision and infrastructure the borough currently has as a default, the following general principles must be applied across the borough's road network:

Borough-wide 20mph speed limit

RBKC is one of the few remaining London boroughs where the default speed limit remains 30mph. There is strong evidence that slower speeds limit improve pollution, reduce road danger and make conditions more pleasant for walking and cycling.

Protected space for cycling on main roads

Protected cycleways on Embankment and Blackfriars have clearly demonstrated that there is huge potential to increase cycling (and enable a far wider range of people to cycle) if conditions are made safe and comfortable. It is vital that RBKC supports physically protected space for cycling (e.g. kerb separated, semi-segregated or stepped cycle tracks) on key corridors within the borough.

In the short term this should include working constructively with TfL and the Mayor on the routing of Cycle Superhighway CS9 to link from Olympia to Hyde Park and the route and proposals for CS10.

In the medium term, priority should be given to routes identified in TfL's "Strategic Cycling Analysis" document.

Filter through motor traffic from residential streets

Through motor traffic should be filtered from residential streets to create low-traffic neighbourhoods (<https://lcc.org.uk/pages/low-traffic-neighbourhoods>). This is particularly important in central London, where a vast majority of motor traffic will be driving through residential areas to avoid congested main roads.

All of the studies of low-traffic neighbourhoods shows they reduce motor traffic volumes overall, induce “mode shift” (needed to fulfil the Mayor’s Transport Strategy aims and objectives), help develop cohesive communities and boost walking and cycling rates.

Low-traffic neighbourhoods are also vital to enable links between cycle tracks on main roads, to enable cycling from the front door (important if you want to widen the range of people enabled to cycle) and to enable “Quietway” and “Central London Cycling Grid” etc. routes. For this latter reason, existing such routes should be monitored and through motor traffic filtered out as a priority, if it is above 200 Passenger Car equivalent Units (PCUs) during the peak hour.

Neighbourhood improvements should be prioritised on the basis of TfL’s Strategic Cycling Analysis showing those with highest potential to deliver the most walking and cycling journeys and highest “mode shift”.

Improve main road crossings and junctions

Build additional crossings on pedestrian and cycle desire lines to reduce severance caused by main roads.

Where a junction is signal controlled, all arms of the junction should have a formal pedestrian “green man” phase. Prioritise improvement of crossings on busy shopping streets such as Notting Hill Gate and Kensington High Street.

Crossings should be designed to be direct, with low wait times and enough green time to enable a wide range of pedestrians to cross in comfort. This will mean for the majority of existing crossings, pedestrian green phases should be extended and wait times reduced.

Wherever possible, crossings should feature parallel cycle and pedestrian space, with priority given for such crossings to be implemented at junctions where protected space for cycling is provided and/or where cycle routes will cross main roads from one low traffic neighbourhood to another to ensure route continuity and legibility.

RBKC must also, wherever possible, work to rapidly make as many of its junctions safe and comfortable to use for a wider range of pedestrians and those who want to cycle. The aim here should be not just to deliver on the Mayor’s “Vision Zero” aim, but also to reduce community severance and enable far more journeys to be walked and/or cycled. Junctions with serious collisions or fatalities within the last five years should be prioritised, as should any junction that acts as a strategic barrier to walking and/or cycling.

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.