

London Cycling Campaign

6 June 2016

Kensington & Chelsea Mitre Lane to Ledbury Road Quietway

<https://www.rbkc.gov.uk/parking-transport-and-streets/getting-around/cycling-and-walking/cycling-grid/mitre-lane-ledbury>

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

In general, the London Cycling Campaign want, 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 Fails" eliminated.

Sadly, we do not support this scheme as it currently is proposed – it likely features several "critical fails" and CLOS scores far, far below 70. While we appreciate the increased signing of an existing routing, the junction and street treatments proposed are so minimal we do not believe they will result in increased cycling uptake in the area or enable all ages, all abilities cycling – the point, surely, of any Quietway.

We wish to raise the following general issues:

Traffic calming throughout – there seems a distinct lack of appropriate quietening and/or calming measures for some of the streets where motor vehicle traffic is heavier or likely to be faster. The ideal for some of the residential and side streets would be to consider "cells" of modal filters or individual modal filters if they will not impact excessively on nearby streets with displaced traffic. This is particularly the case for Latimer Road – where filtering the road at the junction with North Pole Road would enable a more comfortable crossing of the main road, as well as dealing with through traffic issues.

Traffic speed reduction – measures such as full-width sinusoidal speed humps would also be welcomed on a significant proportion of the streets the route runs on, where motor traffic volumes are low, but motor traffic speeds are likely to be high due to lack of appropriate calming and long straight sections – particularly Bracewell Road, Latimer Road (whether filtered or not), Silchester Road, Lancaster Road, St Marks Road and Blenheim Crescent. 20mph should be considered to be the default for any Quietway street. And on these streets that will need to be enforced, physically, to provide a calm and enjoyable cycling environment.

We wish to raise the following specific issues:

Scrubs Lane – just outside the current scheme boundaries, the routing via Mitre Way will be extremely problematic for a Quietway unless there are significant changes to the current crossing design on Scrubs Lane to signalise it. Scrubs Lane is likely to be very heavily used by construction HGVs during not only HS2 but also further Crossrail work and the Old Oak Common developments.

So any crossing of it must be safe and enjoyable for all-ages, all-abilities cycling. (An alternative to crossing at Mitre Way, would be to redesign the already signalised North Pole Road junction to deliver a safer crossing of Scrubs Lane. Although, diverting the route would require appropriate designs for North Pole Road to the junction with Latimer Road.)

North Pole Road crossing – the current design would see cyclists having to turn from the pavement across oncoming traffic on the side streets. And the entrance to Latimer Road features a “critical fail” pair of widths via TfL’s LCDS CLoS score system. Filtering Latimer Road at the junction would remove some of the potential conflict here – but even then, further work will be needed to ensure those cycling are not in conflict with traffic turning into and out of the two side roads at this location.

Under the A40 – work needs to be done here to ensure the area feels comfortable, safe and inviting for cycling – better lighting, ensuring the area feels cared for and maintained, potentially removal of some bushes to cut down on potential ambush spots, and better signage/wayfinding through the area (for instance, many users may assume the route continues on Stable Way). We are aware that The Westway Trust, who own the land under the flyover, have plans to redevelop the area. Working with them to increase cycle parking, improve the area’s look and feel and reduce anti-social behaviour would be a sensible move. Similar issues of sightlines, bushes, litter/dumping and general neglect also apply to Darfield Way.

Bramley Road junction – this road looks likely to carry vehicles travelling at high speed – it’s long, straight and features little traffic calming. The attempts to redesign the road and pavement around the junction with Darfield Way and Silchester Road imply a history of speeding at this location. Either way, the proposal does not in any way deal with the likely issues here or make for a safe and enjoyable crossing of the road for all ages and all abilities. Further work is needed to provide a safe feeling crossing – and to avoid what appear to be “critical fail” widths on Bramley Road itself also.

Silchester Road – without width markings on the drawings, it’s very difficult to understand exactly what is proposed here. Silchester Road, at least via Google Streetview, appears to carry large numbers of HGVs and LGVs. Does the road-narrowing east of the bend represent a width restriction to deter use by large/wide vehicles (which would be welcome)? Either way, this is another road that could relatively easily be modally filtered and would likely benefit from it, without causing severe knock-on effects. Failing that, it should definitely receive further traffic-calming measures.

Lancaster Road/St Mark’s Road junction – this junction needs more done to calm traffic speeds and behaviour – ideally at least a raised table across the entire junction.

St Mark’s Road – Traffic volumes (via Google Streetview) appear to be too high on this road for a Quietway. The existing traffic calming measures – sinusoidal speed humps and a pedestrian refuge – are likely because of that. However, does the pedestrian refuge result in a “critical fail” on width, that needs looking at? And what can be done to reduce traffic on this section of the Quietway, as well as more appropriately calm the junction with Cornwall Crescent (a raised table across the junction? Removing the mini-roundabout and establishing priority?).

Blenheim Crescent junctions – Far more needs to be done here. Highest priority is the junction with Ladbroke Grove, which remains a very hostile and busy junction. But also Kensington Park Road and

Portobello Road junctions need examining further – the latter for what it is like outside of market hours.