

TfL (in Kensington & Chelsea) A3220 Cheyne Walk, Lots Road junction

2 November 2018

<https://consultations.tfl.gov.uk/roads/cheyne-walk-lots-road/>

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.

General comments on this scheme:

This scheme is not supported.

The alignment of Cheyne Walk and the King's Road is on TfL's own Strategic Cycling Analysis as one of the highest potential cycling corridors in London. And the Lots Road area is also highlighted as being an area with current highest cycling demand, while just to the west is an area with both highest potential and highest current demand for cycling. This junction is also the site of numerous collisions with those cycling and walking.

This scheme will not in any way enable more people to cycle here. It will also not fundamentally fix the safety issues at this specific junction. As such, it does not represent good value for money, and a better scheme should be advanced rapidly.

Specific points on this scheme:

- Cheyne Walk Cremorne Road and Ashburnham Road feature wide carriageway lanes and central pedestrian refuges, as well as relatively wide pavements. Nearby to the east, Cheyne Walk crosses three bridges – the junctions to all three are on the Safer Junctions list. The gyratory of Edith Grove and Ashburnham Road also feature high numbers of collisions and hostile conditions for cycling, and these roads collectively should clearly be part of the strategic cycling network, as highlighted on TfL's Strategic Cycling Analysis.
- At the bare minimum, and as an interim measure, this scheme should urgently and immediately reduce motor traffic speeds on Cheyne Walk.
- The area of streets Lots Road is part of has potential to be a "low traffic neighbourhood". This scheme should do far more to remove or reduce any through motor traffic, and reduce speeds of remaining motor traffic from this area.
- It is difficult to see how replacing a zebra crossing with signalised toucan crossing will "reduce pedestrian wait times" – such a move is far more likely to enable more

motor traffic to pass quickly through this section of Cheyne Walk. If that is the case and/or reason for the proposals, it should be stated clearly.

- Even again on an interim basis, the scheme offers little improvement to the existing dominant flow of cycling, along the riverside, which is an existing shared use footway, and part of NCN4. Improvements on this alignment, again only until a better scheme featuring traffic restrictions or physically-protected space for cycling, could include widening the cycle ramp on Lots Road, improving the right turn onto the ramp from Lots Road and realigning the road not to give more pavement to the north, but the south side, to reduce the pinch point around the advertising hoarding at the end of Lots Road.

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.