

**London Cycling Campaign response to TfL (in Hammersmith & Fulham and Kensington & Chelsea) re: neighbourhood improvements between Wood Lane and Notting Hill Gate**

*13 June 2019*

<https://consultations.tfl.gov.uk/roads/wood-lane-notting-hill/>

**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 supported. It will bring major improvements for those walking and cycling to an area of London currently dominated by motor vehicle traffic, and will enable far more and a wider range of people to walk and cycle to and from key destinations along the route.
- Given this, it is vital the scheme connects to as many key destinations and links as possible to as high quality as possible. The primary issues with the scheme are that it fails to travel a small distance further to connect directly to Cycle Superhighway CS3 via Lancaster Gate or through Kensington Gardens, and that there is a failure to connect well from the cycle track across the main roads the scheme runs along to all key destinations, such as Westfield.

**Specific points about the Wood Lane neighbourhood:**

- There appears to be a potential "critical issue" at the edge of the scheme where those cycling northbound face a pinch point as the lane narrows between overtaking motor vehicles and those on the poorly-positioned loading bay. This should be rectified.
- Given the low frequency with which it is likely motor vehicles will cross the entrance to Imperial College, at a minimum, the kerb radii should be tightened here, but more likely a "continuous footway" across the mouth of the junction possibly using metal tactile studs, should be considered to give further priority to pedestrian movements.
- The design for the cycle track opposite White City and Wood Lane stations should feature clear delineation including tactile demarcation between pavement and cycle track to avoid pedestrian – cycle conflict.

- There is a risk that such a long raised table outside Wood Lane station will allow motor vehicles to pick up speed significantly between ramps. Instead, a raised table for each crossing and/or a rumble surface in between should be considered. Also, careful design work will be needed to ensure those driving do not use the pavement or cycle track as overrun or temporary parking space.
- The design of side road crossings of bidirectional cycle tracks must be done with great care to minimise risk of collisions. Macfarlane Road represents a major concern, as it accesses industrial estates beyond it.
- Crossings to Westfield should be at minimum toucans – the scheme proposals will enable a far wider range of people to cycle to and from such key destinations, and the scheme currently isn't designed to enable those who can cycle but who cannot easily wheel bikes to cross to Westfield.

#### **Specific points about the Shepherd's Bush neighbourhood:**

- The shared space at the edge of Shepherd's Bush Green will be very busy and therefore a likely point of pedestrian-cycle conflict. Demarcated access would be preferable.
- Crossings towards Westfield, as above, should be minimum toucan crossings.

#### **Specific points about the Holland Park Avenue neighbourhood:**

- The design for the cycle track alongside Royal Crescent Gardens should feature clear delineation including tactile demarcation between pavement and cycle track to avoid pedestrian – cycle conflict.
- The design of side road crossings of bidirectional cycle tracks must be done with great care to minimise risk of collisions. The entrance and exit from the residential access road east of Holland Park Gardens should be further treated to highlight cycle presence and priority. And the design of Aubrey Road, Campden Square Hill (West and East), Hillsleigh Road and Campden Hill Place should be carefully considered too.

#### **Specific points about the Notting Hill Gate neighbourhood:**

- The design of side road crossings of bidirectional cycle tracks must be done with great care to minimise risk of collisions. The design of Hillgate Street and Kensington Palace Gardens should be carefully considered – it currently appears to give priority to motor traffic, and there could be an opportunity to further bend the track away from the main road.
- The design to access the cycle track from Pembridge Road is far from ideal. And there appears no easy way to cycle onto Pembridge Road from the track.

- The scheme stops suddenly just shy of Kensington Gardens, and for that matter not far from the Lancaster Gate East-West Cycleway CS3. An extension to allow those cycling a direct, safe and comfortable onward connection to CS3 should be urgently considered.

#### **General points about infrastructure schemes:**

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.