

**Extracts from reports and letters relating to CSH9 for Fol request  
Feb 2014**

**From work programme Q 4 update to Cllr Paget-Brown, 25 April 2013**

**Amendments to the Programme**

- 8.1 During Quarter 4 having held several project meetings with TfL, officers learned that the TfL has abandoned plans for a Cycle Superhighway along Kensington High Street and that attention will now switch to the Royal Borough's contribution to the Central London Cycling Grid. No routes have yet been agreed, but there is likely to be pressure to provide more "Quiet ways" along quieter roads. This may prove to require at least as much officer resource as would have been allocated to working on TfL's superhighway.

**From briefing for Cllr Coleridge, May 2013, upon taking on the Transport portfolio**

1. Central London Cycle Grid  
The Mayor's Cycling Vision includes a combination of Cycle Superhighways and "Quietways" across central London, and officers are working with TfL now to identify a network. Quietways would be very lightly trafficked roads and would not include cycle lanes, though there would be some road markings and additional signs. Although the Mayor's Cycling Commissioner advised the previous Cabinet Member that he had abandoned plans for a Superhighway – including segregated cycle lanes - along Kensington High Street, officers understand that he would like to revisit this position.

**From work programme Q1 update to Cllr Coleridge, 19 July 2013**

**Cycling improvements**

We brought you a report in Quarter 1 which evaluated the experimental schemes implemented in March 2012 and recommending making these permanent. We also suggested schemes for the next tranche of cycling permeability schemes. These will be developed during Quarter 2. **On track.**

Officers have also begun discussions with TfL and the Mayor's Cycling Commissioner on a network of "Quietways" that will form part of the Central London Cycle Grid. The Cycling Commissioner has also requested that we consider re-routing Superhighway 8 over Albert Bridge and a new design for Superhighway 9 along Kensington High Street. **Ongoing.**

**From briefing for Cllr Coleridge before Andrew Gilligan meeting, 25 July 2013**

**Superhighway 9** would run along the full length of Kensington High Street. In March, Mr Gilligan told Cllr Paget-Brown that he and the Mayor had scrapped plans for this route, as he knew that we did not support segregation, especially in a road with many bus stops and lots of servicing. Prior to Mr Gilligan's appointment, Cllr Paget-Brown had agreed to consider whatever designs TfL could produce, on the understanding that there would be no blue paint. No designs were produced until after Mr Gilligan had decided to scrap the scheme. However, having seen some TfL drawings of what a segregated route might look like, he believed that these were interesting enough to ask us to consider revisiting this. He has told me that he will respect our view, but will stress that there would be no blue paint involved

## Chetwynd, Mark: TTS-HwayTraf

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**Subject:** Surprising news on TfL cycling plans

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**From:** Chetwynd, Mark: TTS-HwayTraf

**Sent:** 05 March 2013 12:15

**To:** Siddiqi, Mahmood: TTS-TransHigh; Bainbridge, Chris: H&F

**Cc:** Gilroy, Michael: TTS-TransHigh; Noble, Gary: TTS-HwayTraf; Boyle, Nick: H&F; Burrage, Geoff: TTS-HwayTraf; Forrest-Brown, Sidonie: TTS-HwayTraf

**Subject:** Surprising news on TfL cycling plans

Mahmood, Chris

Cllr PB and I met Andrew Gilligan yesterday, ahead of Thursday's launch of the Mayor's cycling strategy. He didn't say so, but I think this was all confidential. Headlines:

- TFL will **drop CSH9** along Ken High St (and implicitly, drop the whole of the route) – Gilligan said they are going to do fewer, but better superhighways, and he knew that he couldn't get segregation on our stretch so has dropped it
- The Central London Grid will not mean any significant interventions, and certainly no segregation, on RBKC roads. Plans relating to Sloane St have been dropped.
- The focus in RBKC will be on a network of "Quietways". No lanes, no mention of speed limits, some more two way cycling schemes but more signage and small carriageway markers.
- For us this will mean revisiting the difficult issue of allowing cycling, at least in peaks, through Holland Park (and allowing westbound cycling along the full length of Holland St too)
- To aid with wayfinding, they want to name cycle routes after Tube lines, with the idea that everyone knows which areas these serve. They would like a "Circle Line" cycle route in RBKC.
- Finally, and I am not making this up, they want to have segregated lanes on the A40, including Westway, and to complement that they want to build a cycle bridge over the railway just south of the Westway, so that people from N Ken can get onto this fast route into the city. No landing sites identified yet. They also asked if we'd like a cycle ramp up to the Westway from the Ladbroke Grove area. Plus we might be able to have a few docking stations just north of Westway.

So it wasn't the usual kind of meeting. Cllr PB generally pleased but slightly reeling from the shock. Both boroughs' work programmes will need amending.

Mark

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## Chetwynd, Mark: TTS-HwayTraf

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**Subject:** Grid and superhighway update

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**From:** Chetwynd, Mark: TTS-HwayTraf

**Sent:** Friday, July 26, 2013 06:58 PM GMT Standard Time

**To:** Siddiqi, Mahmood: TTS-TransHigh

**Cc:** Bainbridge, Chris: H&F

**Subject:** Grid and superhighway update

Mahmood – be seated when you read this. I feel nervous about telling you this so soon after Shirley's news about traffic calming in Hans Road, but yesterday Cllr Coleridge told Andrew Gilligan:

- That there may be scope for a cycle track through Holland Park, separate from and parallel to the existing service road that runs between Ilchester Place and Holland Walk/Duchess of Bedford Walk.
- That we should "continue the conversation" about a segregated CSH9 on Ken High Street.
- Ditto on the idea of moving CSH8 from Chelsea Bridge to Albert Bridge (which would mean some, quite light touch, treatment on Royal Hospital Road)
- That he saw the rest of the Quietways\* as uncontroversial.

I was as surprised as anyone by this outcome, and I don't think even Andrew Gilligan necessarily thinks that the superhighway will actually happen in the end, (Cllr C said that he can't promise anything, and needs to talk to the Leader and, I think, Cllr Moylan). But Cllr C certainly wasn't closing the door on it at this stage. I think he probably shifted his position when he saw the CGI visualisation that Nigel Hardy handed to him (it was one that you saw months ago) and when they talked about the 3m median strip for bus stops and loading.

The agreed next step was that TfL would produce more visualisations of both Holland Pk and KHS.

Mark

\*Andrew Gilligan didn't mention his idea of removing the bus stand outside the Royal Court and having a cycle track linking Sedding St and Holbein Place.

Mark Chetwynd

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## Chetwynd, Mark: TTS-HwayTraf

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**From:** Hardy Nigel (Roads CDT) [Nigel.Hardy2@tfl.gov.uk]  
**Sent:** 21 August 2013 17:23  
**To:** Chetwynd, Mark: TTS-HwayTraf  
**Cc:** Burr Sarah  
**Subject:** RE: CSH9 and Holland Park Quietway

Mark

I understand that Brian Deegan is coming out to see you when you are back from leave and Brian will be covering Holland Park in that discussion. We also reviewed some further images of Ken High Street with Andrew G today and he would like them even better than they are now (i.e. photographic quality!) and so we will need a little further time to produce those. I will discuss timescales for those when you are back from leave, but hopefully won't be too much further delay.

Hope that you have a good break.

Kind regards

Nigel

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**From:** Mark.Chetwynd@rbkc.gov.uk [mailto:Mark.Chetwynd@rbkc.gov.uk]  
**Sent:** 20 August 2013 11:58  
**To:** Hardy Nigel (Roads CDT)  
**Subject:** Re: CSH9 and Holland Park Quietway

Thanks Nigel

And apologies for sending it to the "wrong" Nigel Hardy.

Yes happy to wait until my return in 2 weeks but we'll have to move fairly swiftly after that. The current plan is that the Grid Board in early Oct will finalise the Grid Quietway routes, and I think before we can do that for RBKC my Cabinet Member will wish to have spoken to the Friends of Holland Pk - so fitting in the necessary chain of meetings and conversations - probably with Andrew again - during Sep is what's focussing my mind.

Regards  
Mark

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The Royal Borough of Kensington and Chelsea  
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**From:** Hardy Nigel (Roads CDT) [mailto:Nigel.Hardy2@tfl.gov.uk]  
**Sent:** Tuesday, August 20, 2013 09:22 AM GMT Standard Time  
**To:** Chetwynd, Mark: TTS-HwayTraf  
**Subject:** RE: CSH9 and Holland Park Quietway

Morning Mark

Not always that quiet, but I think in that forum some of the other personalities tend to dominate! I am clearly talking too much as well!

We have been working on some further visualisations for Kensington High Street and we are just reviewing those internally later this week, so will release to you when you are back from leave. We are also discussing production of some images for Holland Park and I will talk to you regarding timescales for those when you are back from leave. Does that fit in for you?

Kind regards

Nigel

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**From:** Hardy Nigel (TSG)  
**Sent:** 19 August 2013 18:59  
**To:** Hardy Nigel (Roads CDT)  
**Cc:** 'Mark.Chetwynd@rbkc.gov.uk'  
**Subject:** RE: CSH9 and Holland Park Quietway

Nigel  
I think this e-mail is for you  
regards  
Nigel

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**From:** Mark.Chetwynd@rbkc.gov.uk [mailto:Mark.Chetwynd@rbkc.gov.uk]  
**Sent:** 19 August 2013 17:35  
**To:** Hardy Nigel (TSG)  
**Subject:** CSH9 and Holland Park Quietway

Dear Nigel

At the Board meeting this afternoon I was reminded of Andrew G's meeting with Cllr Coleridge a few weeks ago, at which, to my great surprise, Cllr Coleridge seemed open to at least continuing to discuss both the CSH9 proposal and the Holland Park idea. Andrew said he would get some visualisations done, and I imagine that this works falls to someone in your team.

When do you think you could let us see something? If I had to pick a priority I would say it would be the Holland Park scheme, because of the timetable for agreeing the Grid routes and the need to speak to some key stakeholders before we can progress them. So if that helps at all, I'm happy to look at them in that order rather than together.

It seems to me that there could be a new path for cyclists, **or** cyclists could use the existing service road and a new path could be created for pedestrians. There are pros and cons for each, and it might be worth offering options.

I'm on leave after tomorrow but back on 3 Sep and able to meet then if that's helpful, or to look at anything that you can send through.

Best wishes

Mark

ps are your TfL colleagues always that quiet?!

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**Chetwynd, Mark: TTS-HwayTraf**

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**From:** Bainbridge Chris [Chris.Bainbridge@lbhf.gov.uk]  
**Sent:** 12 September 2013 15:22  
**To:** Chetwynd, Mark: TTS-HwayTraf; Siddiqi, Mahmood: TTS-TransHigh  
**Cc:** Hawthorn, Ian: H&F  
**Subject:** RE: Enquiry about Superhighway 9

First of all let me make it absolutely clear that LBHF have told the local press nothing at all about Route 9.

~~John Griffiths~~ of LBHF cyclists has phoned me and asked me what the position is and I have told him that RBKC is considering Andrew Gilligan's suggestion of segregation in Kensington High Street and has not yet given a formal response to it. That's the correct position, isn't it, Mark? Mr Griffiths usually puts what I say in the public domain through his e-mail group so that may be where the local press got it from.

I must say that I would phrase LBHF's position somewhat differently to TfL's letter to Hounslow. I'd say we're "not opposed in principle" to segregation on Hammersmith Road, rather than "support in principle" - it's do-able, at least in parts, but what would the benefits be?

Chris Calvi-Freeman has now retired from Hounslow and Mark Frost is currently dealing with transport planning issues. I don't know who Andrew Keeling is, I don't think he's one of Hounslow's transport planners, maybe he's in their Press Office.

Chris

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**From:** Chetwynd, Mark: TTS-HwayTraf [mailto:Mark.Chetwynd@rbkc.gov.uk]  
**Sent:** 12 September 2013 14:27  
**To:** Siddiqi Mahmood: TTS-TransHigh: RBKC  
**Cc:** Hawthorn Ian; Bainbridge Chris  
**Subject:** RE: Enquiry about Superhighway 9

Thanks Mahmood

Have I understood it correctly?

Hounslow are unhappy about the slow rate of progress on Route 9 and have complained to Andrew Gilligan

TfL and Andrew Gilligan have said that it's partly or largely down to RBKC

And the next thing is that LBHF tell their local press and their cycling campaigners that it's our fault – and so we hear about it from our press office.

Have Hounslow contacted us at officer or member level to ask us to get a move on, and to give us a chance to explain our side of the story (which is as Mahmood says that we have never supported the blue paint version and we are waiting for a further meeting with Andrew Gilligan before deciding on the alternative, non-blue, version)?

Chris, do you know Andrew Keeling? Is Chris Calvi-Freeman still at Hounslow?

Mark

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**From:** Siddiqi, Mahmood: TTS-TransHigh  
**Sent:** 12 September 2013 13:34  
**To:** Strugnell, Emma: CP-MediaCom

**Cc:** Hawthorn, Ian: H&F; Bainbridge, Chris: H&F; Chetwynd, Mark: TTS-HwayTraf

**Subject:** RE: Enquiry about Superhighway 9

Emma

RBKC has been consistent from the outset in saying to TfL that a blue painted cycle lane on Kensington High Street is unnecessary and inappropriate. Since the High Street was refurbished some ten years ago, the road has attracted huge numbers of cyclists with surveys showing that upto 25% of the traffic are cyclists. The reason why the route is well used is because the road surface is well-maintained, it is a direct route, there is an abundance of cycle parking, and the nearside lanes are wider to enable cyclists to pass buses and parked cars without changing lanes.

We believe that a blue painted lane would add no benefit because the lane would be obstructed intermittently by buses and parked vehicles serving the shops. On the other hand, it would have a detrimental effect on a high quality streetscape that the Council has won numerous awards for.

TfL are responsible for designing the elements of Cycle Superhighway 9 and as the letter from the Mayor states, they intend to present a design to our Cabinet Member shortly that does not involve blue paint.

In short the Council's position has remained unchanged since TfL first approached us, and I am afraid the slow progress on the design of the route rests wholly with TfL

Once you've turned this into a statement, we will need to put it through Cllr Coleridge

**Mahmood Siddiqi**

**Bi-borough Director for Transport and Highways**

Royal Borough of Kensington and Chelsea

London Borough of Hammersmith and Fulham

Council Offices, 37 Pembroke Road, London, W8 6PW

Telephone: 020 7361 3589

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**From:** Strugnell, Emma: CP-MediaCom

**Sent:** 12 September 2013 12:24

**To:** Siddiqi, Mahmood: TTS-TransHigh; Hawthorn, Ian: H&F

**Subject:** Enquiry about Superhighway 9

Dear Mahmood/Ian,

See enquiry below – letter attached.

Many thanks,

Emma

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**From:** Robert Cumber [<mailto:robert.cumber@trinitymirror.com>]

**Sent:** 12 September 2013 12:22

**To:** Strugnell, Emma: CP-MediaCom

**Subject:** Fwd: Letter

Hi Emma,

Good to speak just now. Here's the letter as promised.

In brief, Hounslow Council and the local branch of London Cycling Campaign are growing a bit frustrated at the lack of progress on the Cycle Superhighway 9 route from Hyde Park to Hounslow, which was due to open next year.

As the letter shows, part of the reason for this is discussions with K&C and Hammersmith and Fulham. Can I please get a response as discussed about why K&C is taking so long to agree details with Transport for London, in particular why it opposed to a painted blue lane along High Street Kensington.

As mentioned, it is for next week's paper so could you please get back to me by the end of Tuesday, September 17, at the latest.

Let me know if you have any questions.

Cheers,

Robert

----- Forwarded message -----

From: **Andrew Keeling** <[Andrew.Keeling@hounslow.gov.uk](mailto:Andrew.Keeling@hounslow.gov.uk)>

Date: 12 September 2013 10:14

Subject: Letter

To: Robert Cumber <[robert.cumber@trinitymirror.com](mailto:robert.cumber@trinitymirror.com)>

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## Chetwynd, Mark: TTS-HwayTraf

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**From:** Andrew Gilligan [Andrew.Gilligan@london.gov.uk]  
**Sent:** 08 October 2013 02:32  
**To:** Chetwynd, Mark: TTS-HwayTraf  
**Subject:** FW: Follow up



Mayor's Office, City Hall, London SE1 2AA  
PA: Joanna Thomas 020 7983 4190

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**From:** Andrew Gilligan  
**Sent:** 07 October 2013 21:31  
**To:** Mark.Chetwynd@rbkc.gov.uk; Erica Walker  
**Subject:** RE: Follow up

Mark,

Thanks for this. We'll definitely need to cook up some kind of common line before we announce the cancellation of CS9 (or properly its transformation into a route from Heathrow rather than central London) but I want to get some sort of decision on Holland Park before we decide what that line is!

On your detail points:

1 - I'll go and have another look there myself in the next few days. It feels a bit intimidating for the novice but there could well be a signalisation solution instead of a dedicated lane.

2 - Haven't spoken to the YHP owners at all, but what about moving the barrier over (and shortening it a bit) so the gap is on the south side of the street, not the north? We need to approach them with an agreed suggestion; they're more likely to do what we want if the council and the mayor both want it. We need to speak to the Crown Estate about their stretch. I'm going to suggest allowing cycling but with cobbles or even Lea Towpath-style ridges to slow cyclists right down (as on the right of this - obviously on the level, not a slope: <http://www.flickr.com/photos/chrisdb1/5383636203/>)

Again it would help if we both asked for this together.

We are having some new visualisations done for Holland Park. They should be with you next week.

Best wishes,

Andrew

Mayor's Office, City Hall, London SE1 2AA  
PA: Joanna Thomas 020 7983 4190

From: Mark.Chetwynd@rbkc.gov.uk [Mark.Chetwynd@rbkc.gov.uk]  
Sent: 07 October 2013 09:55  
To: Andrew Gilligan; Erica Walker  
Subject: Follow up

Andrew

That was a positive meeting on Wednesday. I've seen a bit of Twitter discontent about KHS, still based on the West London local press article about your letter to Hounslow. Grateful if we could discuss handling of any announcement about CSH9.

A couple of points of detail:

1. Thurloe Place/Cromwell Pl

Although most of the south side of Thurloe Place has no parking and no loading, putting in a segregated contraflow track there looks very hard because a) the s'bound bus stop and b) getting cyclists from Harrington Rd across two wide traffic lanes into the segregated track. And there is some loading allowed on Thurloe Place too. But I had a look again myself and I'm less worried than I was before about cyclists turning left out of Harrington and then bearing right. There is nearly always a bus in the northbound bus stop, which naturally leads cyclists to take the centre of the road rather than hugging the kerb - avoiding the risk of being hit from behind by vehicles going straight on up Cromwell Pl. We will have to think about ways of discouraging cyclists from hugging the kerb at times when the bus stop is clear - maybe carriageway markings.

1. Kensington Church St into York House Place (Q9)

We are looking at how to get cyclists across Ken Church St from Holland St and into YHP (the private road with rising arm barrier). I don't think going over the pavement on the south side of the YHP jcn is going to be acceptable, and we're wondering about signalling the whole junction in a way that would allow cyclists to turn left from Holland then right into the northern side of YHP (assuming the barrier were moved or shortened).

Have you had any discussions with the owners of YHP and/or with Crown Estates about the narrower section behind gates that is further east towards Kensington Palace Gdns?

I'm worried that Crown Estates will continue to insist on cyclists dismounting for their narrow stretch, but even that may be acceptable to patient, not-in-a-hurry novice cyclists. Walking all the way from Ken Church St, though, would be stretching that patience too far.

Thanks  
Mark

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The Royal Borough of Kensington and Chelsea.

## **Chetwynd, Mark: TTS-HwayTraf**

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**From:** Chetwynd, Mark: TTS-HwayTraf  
**Sent:** 23 October 2013 17:18  
**To:** Cllr, Coleridge, Timothy  
**Subject:** Superhighways

Dear Councillor

Mr Siddiqi asked me to respond to your questions arising from Cllr Moylan's comments last week about cycling superhighways.

Although the Coroner has returned her verdicts at the inquests of both of the cyclists killed on Cycle Superhighway 2, the press reports suggests that she is yet to release her report. Most of the criticism that has been levelled against the superhighway design is that the blue-painted lane gives cyclists a false sense of security. Some cycling groups have seized on this as a reason why cycle lanes, including one on Kensington High Street, should be fully segregated. It is reported that TfL rejected a segregated cycle lane on Superhighway 2 because of concerns about traffic capacity.

In the case of the of the collision outside Aldgate Tube station, it appears that the main problem was that there simply wasn't enough space for the cyclist and the lorry.

In the Bow roundabout collision, the cyclist was struck going straight on across a junction, by the left-turning lorry. There has been much criticism of the fact that the blue-painted lane continued across the junction. Had the cycle lane and traffic lane been physically segregated, (as they now are on the approach to the junction) that segregation would presumably have had to be broken. In effect, the collision here was like many other serious collisions between lorries and cycles, in which left-turning vehicles cut across the path of the straight-on cyclist.

If there were a segregated cycle lane on Kensington High St, there would still need to be gaps in the segregation to allow turning movements – and turning movements were involved in just under half of the cycling collisions in the street. I have not seen how TfL propose to control this potential conflict in their CSH9 scheme.

The Mayor has said this year that he wishes to "double cycling" in the next ten years. This is generally measured in terms of cycling's modal share (ie the proportion of journeys that are made by bike). Frustratingly, the mode share data produced by TfL, and used in our Local Implementation Plan, does not correlate with the visible increases in cyclists that we see on Kensington High Street and elsewhere, and which we have in fact measured. On one measure, it appears there may be four times as many bikes going through Kensington High St in the morning peak than there were ten years ago.

It is difficult to predict how many more people would choose to cycle on Kensington High Street if there were segregated lanes. Part of the reason that we see so many cyclists on the High Street now is that there are no continuous alternative east-west routes nearby. Certainly TfL have claimed large increases in cycle flows along their existing superhighways, which are predominantly not segregated, and claim that these increases have been generated in part by people who did not previously cycle. Kensington High Street sees some of the highest cycle flows in the borough, although the rate of growth in cycling over recent years is not as high as the other sample of roads that we monitor each year.

Thank you for your email from Cllr Mackover. I have asked Mr Davies to pull out the figures for you, and we will attempt to explain how one might go about estimating the likely impact of a 20mph limit on those casualty figures – it is not a precise science.

Regards  
Mark Chetwynd

Mark Chetwynd

Chief Transport Policy Officer  
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The Rt. Hon. Sir Malcolm Rifkind, M.P.  
House of Commons  
London  
SW1A 0AA

19 November 2013

Dear Sir Malcolm

**Kensington High Street cycling infrastructure – letter from Mr XXXX**

Thank you for your letter of 21 October to Mr Siddiqi, enclosing an email from Mr XXX of XXX regarding provision for cycling on Kensington High Street. Mr Siddiqi has asked me to reply.

The Council has been in discussions with Transport for London and the Mayor's Cycling Commissioner for some time about their proposal for Cycle Superhighway 9, to run the full length of Kensington High Street. I'm afraid that we have been unable to agree to Mr Gilligan's most recent proposal for a 4 metre wide segregated bi-directional cycle track along the north side of the street.

To accommodate this cycle track, and a 3 metre wide paved area between it and the carriageway, the proposal would require the loss of one traffic lane in each direction. Given the degree of congestion that we often see already on Kensington High Street, we would be very concerned about the impact that the proposal would have on journey times for all road users, and on air quality.

We also have some specific concerns about how the segregated lane would work at the junctions, particularly the Kensington Church Street junction, which as you know already struggles to cope with the volume of traffic going through it.

But our biggest concern about the scheme is that it would change quite fundamentally the experience of using the street for pedestrians. Pedestrians value the ability to cross the High Street at virtually any point along its length, by taking advantage of the central reservation strip. We fear that pedestrians would feel much less able to cross the road away from formal crossing points, if they had to contend with cycles approaching from both directions. We are also concerned that passengers alighting from buses would find it difficult to reach the pavement: although they would step initially onto the 3 metre segregation strip, they would still have to cross that cycle track, at a moment when there was a break in cycle traffic in both directions. For those with mobility impairments, buggies or small children, this could be a difficult manoeuvre.

We are not afraid to innovate in Kensington and Chelsea, and we accept that bi-directional tracks are not uncommon in parts of Northern Europe. However, given the very limited experience of such road layouts in the UK, we would have great reservations about how most pedestrians would fare in such a radically altered street environment.

It has been suggested that an alternative to the bi-directional scheme might be to run segregated single-direction tracks on either side of the road, much as TfL has done on the extension to Cycle Superhighway 2 in East London. This would go some way to addressing our concerns about how pedestrians would use the road, in the sense that at least they would only have to worry about bikes approaching from one direction as they stepped off the kerb. However, I am not sure if this is feasible, given that it would probably remove the opportunity for bus stops and "loading pads" on the segregation strip.

Although the High Street is a busy road, and this may deter some less confident cyclists, I would disagree with Mr Gregson's view that the lanes are narrow. Indeed, when we redesigned the High Street we made the nearside lane about a metre wider than the offside lane, specifically to assist cyclists overtaking buses at bus stops. As you may yourself have seen, cyclists account for a large proportion of all traffic on the road, particularly in the peak commuting periods.

You may know that we are working very closely with Mr Gilligan and TfL on a network of what the Mayor has termed "Quietways" – that is, backstreet roads with low levels of motor traffic, that will be geared towards new or less confident cyclists. We will link such roads together to form useful, continuous routes by, for example, allowing two-way cycling on more of our one-way streets. At the moment, cyclists are often forced onto busier roads because taking the quieter routes involves making long detours, and difficult turning movements to cross the main radial routes.

As the Council and TfL start to deliver these Quietway routes over the next year or so, I hope that Mr Gregson and many other cyclists, (and potential cyclists), will feel that cycling in the Royal Borough is more attractive.

Yours sincerely

Mark Chetwynd  
Chief Transport Policy Officer

cc Cllr Tim Coleridge, Cabinet Member for Planning Policy, Transport and Arts  
Mahmood Siddiqi, Director of Transportation and Highways