

**Proposed changes to Edith Grove and
Ashburnham Road junctions with
King's Road**
Consultation Report
August 2018

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Executive summary

Between 23 January and 20 February 2018, we consulted on plans to improve the pedestrian and cycling facilities around the King's Road junctions with Edith Grove and Ashburnham Road (turning into Gunter Grove northbound). The plans included:

- Installing new signalised pedestrian crossings
- Widening some footways and cycle lanes
- Introducing low level, 'early release' traffic signals for cycles
- Lengthening existing cycle waiting areas
- Introducing two dedicated left turn lanes and one dedicated right turn lane to reduce conflict between cycles and motor vehicles
- Upgrading tactile paving and providing new cycle stands

These changes were proposed to make it easier and safer to walk and cycle, while improving the public space around the junctions.

We received 126 responses to the consultation, with 98 respondents (78 per cent) opposed to one or more aspects of the proposals and 24 respondents (19 per cent) supportive of the proposals in general. In addition, 4 respondents (3 per cent) made no comments in support or opposition of the proposals, or commented on other aspects of traffic in the general area.

The main themes raised during the consultation are detailed below.

A fuller summary of the results in Chapter Four and detailed analysis of comments in Appendix A: Detailed analysis of comments

Summary of most frequently made comments

- General support for the proposals to improve cycling and pedestrian conditions at these two junctions
- Calls for fully segregated cycle lanes to further protect cyclists from other vehicles
- Concern that these proposals are inadequate to provide safe cycling conditions and don't meet London-wide cycling objectives
- Opposition to the impact the proposals would have on motor vehicle congestion in the area
- General opposition because the junctions currently operate adequately or their isn't sufficient cycle and pedestrian usage in the area to warrant changes

Next steps

It was clear from the feedback to the consultation that some aspects of our proposals were not supported. We have taken this feedback on board and have decided to revisit the principals of the scheme at a future date, with a clearer focus on making this area safer for cycling.

We will now progress with the scheme in three phases, as follows:

- **Phase 1:** We will install three new signalised pedestrian crossings as proposed (on the western and eastern arms of the Ashburnham Road junction and on the western arm of the King's Road / Edith Grove junction). Construction is planned for 2019.
- **Phase 2:** We will look at a high-quality design for cyclists moving north-south through the area
- **Phase 3:** We will consider more transformative improvements for cyclists moving east-west through the area using our cycle demand knowledge contained within the Strategic Cycle Analysis (published in June 2017), which identified high current and future cycle demand between Putney and Pimlico. We expect to start planning investigation for this new cycle connection in spring 2019

We will seek the public's views on any newly proposed designs for phases 2 and 3 in a future consultation.

1. About the proposals

1.1 Introduction

The King's Road junctions with Edith Grove and Ashburnham Road are currently used heavily by people who walk and cycle. Our planned changes are designed to make it easier and safer to walk and cycle, while improving the public space around the junctions.

The changes are designed to ensure traffic moves through the area efficiently. Our modelling shows the junctions would continue to operate efficiently and the overall changes would have little impact on journey times for all traffic, including buses. We will monitor the completed scheme to ensure it is operating as expected and make adjustments if required.

1.2 Detailed description

You can view detailed description of the proposals, including an annotated diagram, at <https://consultations.tfl.gov.uk/roads/edith-grove>

1.2.1 Diagram of proposed changes

The consultation diagram is reproduced in Appendix B.

1.2.2 Summary of proposed changes

The following text was used to describe the proposals:

King's Road junctions with Edith Grove and Ashburnham Road (turning into Gunter Grove northbound). Following further review of the proposals, we are now requesting your feedback.

Both junctions are currently used heavily by people who walk and cycle. Our planned changes are designed to make it easier and safer to walk and cycle, while improving the public space around the junctions. These are the improvements we are proposing:

- **Installing new signalised pedestrian crossings** on the western and eastern arm of the Ashburnham Road junction and western arm of the King's Road/Edith Grove junction. The new 'staggered' crossings will provide safer pedestrian crossing facilities without unduly affecting other road users
- **Widening footways** in some parts of the pavement on King's Road and Edith Grove to provide more space for pedestrians, as well as widened crossings points on the northern and southern arms of Edith Grove junction

- **Widening cycle lanes** at the junction on Ashburnham Road and the western and eastern arms of Edith Grove junction to provide more space for cycling and help avoid conflict with other road users. On the eastern arm of Edith Grove junction this will involve reducing the westbound King's Road traffic lanes from two to one
- **Introducing low level, 'early release' traffic signals for cyclists** on Ashburnham Road and the eastern arm of the junction with Edith Grove to improve safety for cycling. These will allow cyclists to be move before other traffic
- **Lengthening existing cycle waiting areas** approaching both junctions to give cyclists a larger waiting area ahead of general traffic, helping to improve their visibility and avoid conflict with other vehicles
- **Introducing dedicated left turn traffic lanes** eastbound on King's Road approach to Ashburnham Road junction and southbound on Edith Grove to reduce the risk of collisions between cyclists and left turning vehicles. On the southbound Edith Grove approach, this will involve removing a cycle lane which is too narrow
- **Introducing a dedicated right turn lane** on King's Road westbound between the two junctions, to reduce the risk of collisions with vehicles continuing straight through Ashburnham Road junction
- **Upgrading paving** throughout the area to to help visually impaired and blind people, improving conditions for vulnerable users
- **Providing new cycle stands** on the western arm of the Ashburnham Road junction

Enclosed with this letter is a drawing of the plans.

The changes are designed to ensure that all traffic moves efficiently through the area. Our modelling shows that the junctions would continue to operate efficiently and the overall changes would have little impact on journey times for all traffic, including buses. We will monitor the completed scheme to ensure it is operating as expected and make adjustments if required.

If you have questions or comments about our plans, please contact me using the details at the top of this letter or respond online at <https://consultations.tfl.gov.uk/roads/edith-grove> by 20 February 2018. Subject to the outcome of public engagement, we plan to start the construction of the scheme in spring 2018.

1.2.2 Healthy Streets Check

We have adopted the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.

The Approach is based on the 10 Healthy Streets Indicators, which focus on the experience of people using streets.

To support scheme designers in delivering the Approach, we have produced guidance and tools. One such tool is the Healthy Streets Check. The Check helps scheme developers to ensure their proposals deliver changes that are aligned with the 10 Healthy Streets Indicators.

A copy of the Healthy Streets Check reports for this scheme can be found in appendix F.

For more information about the Mayor's Healthy Streets Approach, go to <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>.

2. About the consultation

2.1 Purpose

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the proposals
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

2.2 Potential outcomes

The potential outcomes of the consultation were:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised scheme

- Following careful consideration of the consultation responses, we decide not to proceed with the scheme
- Following careful consideration of the consultation responses and further design development, we modify the proposals and consult on new or additional proposals

The next steps for this scheme are set out in this report and the Response to Issues Raised document, which can be found at [[link](#)]

2.3 Who we consulted

We consulted relevant stakeholders who may be interested in or impacted by the proposals, along with customers / members of the public identified as likely to benefit or disbenefit from our scheme.

2.4 Dates and duration

The consultation was open for four weeks, from 23 January to 20 February 2018.

2.5 What we asked

For those who responded via the online questionnaire we asked how the respondent uses the Edith Grove and Ashburnham Road junctions and an open question inviting more general comments about the proposals.

In addition, we gave respondents the option to answer our standard set of questions designed to give us more information about respondents.

All questions are reproduced in Appendix C: Survey questions.

2.6 Methods of responding

We accepted responses through the following channels:

- Via our website's online survey
- Email to consultations@tfl.gov.uk
- Letter or paper survey sent to FREEPOST TFL CONSULTATIONS

In addition, we visited local businesses in the vicinity of the parking and loading bays to get their feedback on the proposals, allowing them to comment and ask questions face-to-face.

2.7 Consultation materials and publicity

2.7.1 Website

We published materials at <https://consultations.tfl.gov.uk/roads/edith-grove> explaining our proposals.

2.7.2 Letters

Members of the public and stakeholders near the scheme were informed via a consultation notification letter sent on the first day of the consultation. The letter was sent to 3565 properties within the vicinity of the affected junctions.

The letter is reproduced in Appendix D: Notification letter and emails.

2.7.3 Emails to stakeholders

We sent an email to 79 identified stakeholders in this area.

The text of the email is reproduced in Appendix D: Notification letter and emails.

The list of stakeholders is reproduced in Appendix E: List of stakeholders.

2.7.4 Face-to-face engagement

We visited nine organisations within the vicinity of the proposals who were most likely to be affected by the scheme. We delivered information about the proposals, answered their questions and encouraged them to respond to the consultation.

2.8 Equalities assessment of the consultation

We are fully aware of our obligations under the Equality Act 2010, in particular the effect of the public sector equality duty on our decision-making.

We took steps to ensure that all groups in the community – such as elderly, disability and faith groups – were made aware of the consultation, the potential impacts of the scheme, and how to respond. We:

- Identified and emailed relevant stakeholders, including *Action Disability Kensington and Chelsea*, *Disability Rights UK*, and the *Royal National Institute of the Blind*, inviting them to respond to the consultation
- Ensured the materials were written in plain English and were available on request in different formats such as Braille, large print and other languages

2.9 Analysis of consultation responses

Analysis of consultation responses was carried out by the consultation manager leading the project. We used peer-review processes to verify that the comments made were categorised correctly.

Detailed comment analysis can be found in Appendix A: Detailed analysis of comments

3. About the respondents

This section presents information about those who responded to this consultation.

3.1 Number of respondents

Respondents	Total	per cent
Public responses	118	94
Stakeholder responses	8	6
Total	126	100

3.2 How respondents heard about the consultation

How respondents heard	Total	per cent
Email from TfL	12	10
Social media	48	38
Friend, relative or neighbour	2	1.5
TfL website	14	11
Letter from TfL	26	21
Other (did not specify)	2	1.5
Read about in the press	5	4
Not answered	17	13
Total	126	100

3.3 Methods of responding

Methods of responding	Total	per cent
Website	105	83
Email	20	16
Letter	1	1
Total	126	100

3.4 Postcodes of respondents

Postcode	Total	per cent
SW10	23	18
SE1	2	1.5
SE4	2	1.5
E15	2	1.5
SW6	2	1.5
SW11	2	1.5
Others	52	41
Not provided	41	33
Total	126	100

3.5 Interest in the scheme

We asked respondents to identify what interest(s) they had in the scheme. Some respondents did not answer, while others chose one or more interests.

Interest	Total	per cent
Local resident	40	23
Commuter to or through the area	44	25
Employed locally	15	9
Visitor to the area	44	25
Local business owner	11	6
Not local but interested in the scheme	11	6
Other	10	6
Total	175	100

4. Summary of consultation responses

4.1 Summary of responses

We received 126 responses to this consultation, with 231 comments made. Some respondents were supportive of one aspect of the scheme but opposed to another, or supportive of the proposals but made comments about other schemes/local issues. The breakdown of responses is shown below; we interpreted a level of support or opposition based on the comments made.

4.1.1 Level of support for the proposals

	All comments	per cent
Supportive	24	19
Opposed	98	78
No comments given/comments not relevant to the scheme	4	3
Total	126	100

4.1.2 Issues commonly raised

The comments most commonly made by respondents were:

Issue	Total
General support for the proposed improvements to the junctions	24
Calls for fully segregated cycle lanes to further protect cyclists from other vehicles	23
Concern that these proposals are inadequate to provide safe cycling conditions and don't meet London-wide cycling objectives	54
Opposition to the impact the proposals would have on motor vehicle congestion in the area	32
General opposition because the junctions currently operate adequately or their isn't sufficient cycle and pedestrian usage in the area to warrant changes	10

For our responses to the issues raised during consultation, please see the 'Response to Issues Raised' at <https://consultations.tfl.gov.uk/roads/edith-grove/>

4.2 Summary of stakeholder responses

This section provides summaries of the feedback we received from stakeholders. The interpretation of whether the respondent supported or opposed the proposals is shown in italics. Although we summarise responses here, the full stakeholder responses are always used for analysis purposes.

Politicians, government departments and parliamentary bodies

Royal Borough of Kensington and Chelsea – Supported

The council welcomed the improvements to these two junction to improve the environment for cyclists and pedestrians. They commented that they would prefer straight-across crossings over staggered but recognise the need to balance impacts to motor vehicle congestion. They expressed concern about the removal of the left turn lane onto Edith Grove, and requested that we instead widen the carriageway at the approach of this junction to retain two motor vehicle lanes.

London Fire Brigade – Neither supported nor opposed

The London Fire Brigade stated that the proposed changes will have no affect on them.

Transport and road user groups

London TravelWatch – Opposed

The group stated that the proposed cycle lead-in lane on the eastern arm of the King's Road junction with Edith Grove will encourage cyclists to position too far to the left side of the lane and should be removed.

Campaign groups

London Cycling Campaign – Opposed

The group commented that the proposals offer little value for cyclists and therefore should not be funded by money set aside by TfL for cycle infrastructure. They commented that this area has high cycling potential as well as heavy use by cyclists presently. They suggested a variety of alternative measures, including segregated

cycle lanes and junction signals, motor vehicle reduction measures and speed restrictions.

Stop Killing Cyclists – Opposed

The group opposes the scheme because it does not meet London Cycle Design standards or provide adequate safety for cyclists. They called for segregated cycle lanes and reduction in motor vehicles at these junctions.

Local associations

Lots Village Chelsea Association of Residents and Businesses – Opposed

The group objected to the removal of the King's Road westbound traffic lane at the junction with Edith Grove, which is the primary lane used by motor vehicles accessing the Lots Village area. They expressed concern that it will cause dangerous conflicts between westbound cyclists and left-turning motor vehicles, and will result in increased traffic congestion and pollution.

Lots Village Chelsea – Opposed

The group provided a general statement opposing the scheme as a whole.

King's Road Association of Communities and Residents - Opposed

The group commented that the removal of one westbound traffic lane at the King's Road junction with Edith Grove would negatively affect bus and motor vehicle traffic and expressed concern for potential conflict between cyclists and motor vehicles at both junctions. They support widening the pavements for pedestrians, and questioned whether other nearby junctions should be given priority when investing in improvements.

4.4 Comments on the consultation

We asked all respondents to rate the quality of our consultation by choosing one of the following descriptions: Very good; Good; Acceptable; Poor; Very poor. The question was not mandatory and 18 people chose not to answer.

Interest	Total	per cent
Very good	16	13
Good	25	20
Acceptable	44	35
Poor	9	7
Very poor	8	6

Not answered	24	19
Total	126	100 per cent

We also gave respondents the opportunity to comment on the quality of the consultation and the materials. 16 respondents chose to leave comments. These comments included but aren't limited to the following:

- requests for more detailed information, maps, traffic analysis/modelling, and background reasons for the proposals
- concern that the proposals are already decided and we should have consulted the public earlier
- requests for more face-to-face engagement

5. Next steps

It was clear from the feedback to the consultation that some aspects of our proposals were not supported. We have taken this feedback on board and have decided to revisit the principals of the scheme at a future date, with a clearer focus on making this area safer for cycling.

We will now progress with the scheme in three phases, as follows:

- **Phase 1:** We will install three new signalised pedestrian crossings as proposed (on the western and eastern arms of the Ashburnham Road junction and on the western arm of the King's Road / Edith Grove junction). Construction is planned for 2019.
- **Phase 2:** We will look at a high-quality design for cyclists moving north-south through the area
- **Phase 3:** We will consider more transformative improvements for cyclists moving east-west through the area using our cycle demand knowledge contained within the Strategic Cycle Analysis (published in June 2017), which identified high current and future cycle demand between Putney and Pimlico. We expect to start planning investigation for this new cycle connection in spring 2019

We will seek the public's views on any newly proposed designs for phases 2 and 3 in a future consultation.

Appendix A: Detailed analysis of comments

We have summarised the significant issues raised below. Percentages are calculated based on the total number of responses received (126).

Impact on motor vehicles

We received 81 comments about how the proposals would affect motor vehicles:

- 18 respondents (14 per cent) expressed opposition to the removal of the left turn lane on King's Road turning into Edith Grove. The majority of these respondents (16 of these 18 respondents) commented that this aspect of the proposals would result in a negative impact to traffic flow at this junction, and some of these respondents (six of these 18 respondents) thought that this aspect of the proposals would lead to increased pollution in the area
- A further 16 respondents (13 per cent) commented that the proposals would negatively affect traffic congestion in the area
- A further six respondents (five per cent) commented that the proposals would increase pollution in the area
- Eight respondents (six per cent) opposed widening the footways and cycling lanes to reduce the space for motor vehicles, with the majority stating that the space for pedestrians and cyclists were sufficient
- Six respondents (five per cent) commented that TfL shouldn't prioritise cyclists over motor vehicles

Impact on cyclists

We received 102 comments about how the proposals would affect cyclists:

- 54 respondents (43 per cent) expressed opposition the proposals because it didn't go far enough to encourage safe cycling in the area. Of these respondents 22 (17 per cent) specifically requested segregated cycle lanes
- Seven respondents (six per cent) commented that there aren't enough cyclists using these junctions to justify investment in addition cycling provisions
- Six respondents (five per cent) opposed the removal of the substandard cycle lane southbound on Edith Grove instead of improving it
- Four respondents (three per cent) requested more ambitious proposals to reduce space for vehicles or discourage motor travel
- Three respondent (two per cent) were concerned the changes to road layout on the King's Road junction with Edith Grove would increase dangerous conflict between cyclist and motor vehicles

Impact on pedestrians

We received 26 comments on how the proposals would impact pedestrians:

- Eight respondents (six per cent) commented that there aren't enough pedestrians using these junctions to justify investment in additional infrastructure for pedestrians
- Seven respondents (six per cent) opposed staggered crossings instead of straight across crossings
- Six respondents (five per cent) expressed concern about the signal timing at the pedestrian crossing at the southern arm of the King's Road and Edith Grove junction. Concerns were raised that the existing timings don't allow enough time for pedestrians to cross, and / or often coincide with green lights for motor vehicles, causing safety issues and traffic congestion

Impact on local residents

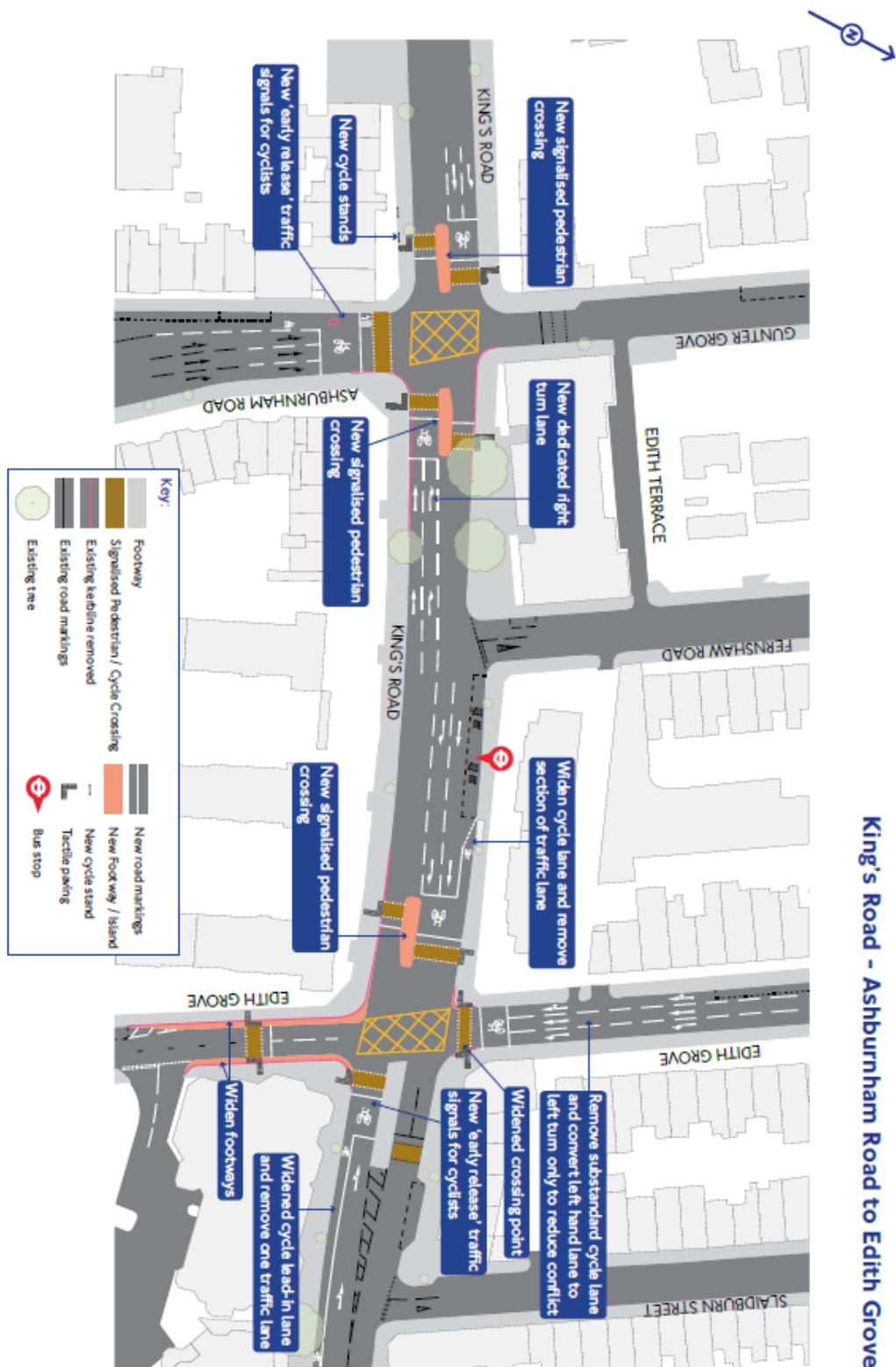
Three respondents commented on how the proposals would impact general traffic:

- One respondent (three per cent) queried whether these proposals would create more traffic
- One respondent (three per cent) suggested that more work should be done to look at traffic going southbound in the PM peak as there is not a traffic flow problem northbound
- One respondent (three per cent) agreed that by reducing on-street parking the proposals would improve the flow of traffic

General comments and suggestions

- 11 respondents (nine per cent) commented that these proposals were a waste of time or money
- Six respondents (five per cent) requested that TfL improve other roads in the area that are out of scope for this scheme, such as Battersea Bridge and Fernshaw Road
- Five respondents (four per cent) gave general opposition to the scheme without any further comments or reasons for their opposition
- Three respondents (two per cent) suggested that we invest in improving the road signage instead of changing the infrastructure at these junctions

Appendix B: Consultation drawing



King's Road - Ashburnham Road to Edith Grove

Appendix C: Survey questions

We asked respondents the following questions:

1. How do you use the Edith Grove and Ashburnham Road junctions? (Please tick all boxes that apply)

- Pedestrian
- Cyclist
- Motorist
- Motorcyclist
- Bus passenger
- Coach passenger
- Disabled parking bay user
- Business that uses the bays for loading
- Other (please specify)

2. Do you have any comments or questions about these changes?

3. What is your name?

4. What is your email address?

5. Please provide us with your postcode:

6. Are you (please tick all boxes that apply):

- Local resident
- Business owner
- Employed locally
- Visitor to the area
- Commuter to the area
- Not local but interested in the scheme
- Other (please specify) [Single line text]

7. If responding on behalf of an organisation, business or campaign group, please provide us with a name:

8. How did you find out about our proposals?

- Received an email from TfL
- Received a letter from TfL
- Read about it in the press
- Saw it on the TfL website
- Social media

- Other (please specify) [Single line text]

9. What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)

- Very good
- Good
- Acceptable
- Poor
- Very poor

Do you have any further comments about the quality of our information?

Appendix D: Notification letter and emails

Notification letter

The following letter was sent to all properties within 3565 properties in the vicinity of the proposals and included copies of the consultation drawing in Appendix B: Consultation drawing

Transport for London



Consultation Team
Surface Strategy & Planning
Transport for London

FREEPOST TFL CONSULTATIONS
consultations@tfl.gov.uk

Dear Sir or Madam

23 January 2018

Proposed changes to the Edith Grove and Ashburnham Road junctions with King's Road

I wrote to you in the summer of 2017 regarding planned changes around the King's Road junctions with Edith Grove and Ashburnham Road (turning into Gunter Grove northbound). Following further review of the proposals, we are now requesting your feedback.

Both junctions are currently used heavily by people who walk and cycle. Our planned changes are designed to make it easier and safer to walk and cycle, whilst improving the public space around the junctions. These are the improvements we are proposing:

- **Installing new signalised pedestrian crossings** on the western and eastern arm of the Ashburnham Road junction and western arm of the King's Road/Edith Grove junction. The new 'staggered' crossings will provide safer pedestrian crossing facilities without unduly affecting other road users
- **Widening footways** in some parts of the pavement on King's Road and Edith Grove to provide more space for pedestrians, as well as widened crossings points on the northern and southern arms of Edith Grove junction
- **Widening cycle lanes** at the junction on Ashburnham Road and the western and eastern arms of Edith Grove junction to provide more space for cycling and help avoid conflict with other road users. On the eastern arm of Edith Grove junction this will involve reducing the westbound King's Road traffic lanes from two to one
- **Introducing low level, 'early release' traffic signals for cyclists** on Ashburnham Road and the eastern arm of the junction with Edith Grove to

MAYOR OF LONDON

improve safety for cycling. These will allow cyclists to be move before other traffic

- **Lengthening existing cycle waiting areas** approaching both junctions to give cyclists a larger waiting area ahead of general traffic, helping to improve their visibility and avoid conflict with other vehicles
- **Introducing dedicated left turn traffic lanes** eastbound on King's Road approach to Ashburnham Road junction and southbound on Edith Grove to reduce the risk of collisions between cyclists and left turning vehicles. On the southbound Edith Grove approach, this will involve removing a cycle lane which is too narrow
- **Introducing a dedicated right turn lane** on King's Road westbound between the two junctions, to reduce the risk of collisions with vehicles continuing straight through Ashburnham Road junction
- **Upgrading paving** throughout the area to to help visually impaired and blind people, improving conditions for vulnerable users
- **Providing new cycle stands** on the western arm of the Ashburnham Road junction

Enclosed with this letter is a drawing of the plans.

The changes are designed to ensure that all traffic moves efficiently through the area. Our modelling shows that the junctions would continue to operate efficiently and the overall changes would have little impact on journey times for all traffic, including buses. We will monitor the completed scheme to ensure it is operating as expected and make adjustments if required.

If you have questions or comments about our plans, please contact me using the details at the top of this letter or respond online at

<https://consultations.tfl.gov.uk/roads/edith-grove> by **20 February 2018**.

Subject to the outcome of public engagement, we plan to start the construction of the scheme in spring 2018.

Yours faithfully,



Jenn Bryden
Consultation Team, Transport for London

Stakeholder email

The following email was sent to 79 stakeholders identified as relevant to schemes in this area:

Subject: Plans to improve the pedestrian and cycling facilities in Chelsea and Knightsbridge

Dear Sir/Madam

This email sets out two proposals to improve pedestrian and cycling facilities at separate junctions in the Chelsea and Knightsbridge areas and invites you to comments on our plans.

We are proposing improvements in two locations; the King's Road junctions with Edith Grove and Ashburnham Road in Chelsea; and Brompton Road junction with Beauchamp Place in Knightsbridge. Both proposals would make it safer to walk and cycle, and improve public space.

Chelsea proposal

King's Road junctions with Edith Grove and Ashburnham Road

Our proposals include:

- *Installing new signalised pedestrian crossings*
- *Widening some footways and cycle lanes*
- *Introducing low level, 'early release' traffic signals for cycles and lengthening existing cycle waiting areas*
- *Introducing two dedicated left turn lanes and one dedicated right turn lane to reduce conflict between cycles and motor vehicles*
- *Upgrading tactile paving and providing new cycle stands*

These changes are designed to ensure that all traffic moves efficiently through the area.

More details of these proposals are published here

<https://consultations.tfl.gov.uk/roads/edith-grove> and are shown in the attached map.

Knightsbridge proposal

Brompton Road junction with Beauchamp Place

Our proposals include:

- *Installing a new pedestrian crossing on Beauchamp Place with a countdown timer*
- *Introducing advanced stop lines for cycles on Beauchamp Place and westbound on Brompton Road*
- *Moving the stop line on Beauchamp Place*
- *Amending the kerb line to the west of the junction*
- *Remarking the existing pedestrian crossing on Brompton Road eastbound*
- *Providing new directional road markings on Brompton Road westbound*

These changes are designed to ensure that pedestrians and vulnerable people have a safe way to cross Beauchamp Place, while improving the movement of traffic throughout the area.

More details of these proposals are published here <https://consultations.tfl.gov.uk/roads/brompton-road> and are shown in the attached map.

For both proposals, our modelling shows that the junctions would continue to operate efficiently and the overall changes would have little impact on journey times. We will monitor the completed schemes to ensure they are operating as expected and make adjustments as required.

If you have any comments on either or both of our plans, you can:

- *Visit our website using the individual links above and respond to the questionnaires*
- *Email consultations@tfl.gov.uk*
- *Write to Transport for London, FREEPOST TFL CONSULTATIONS*

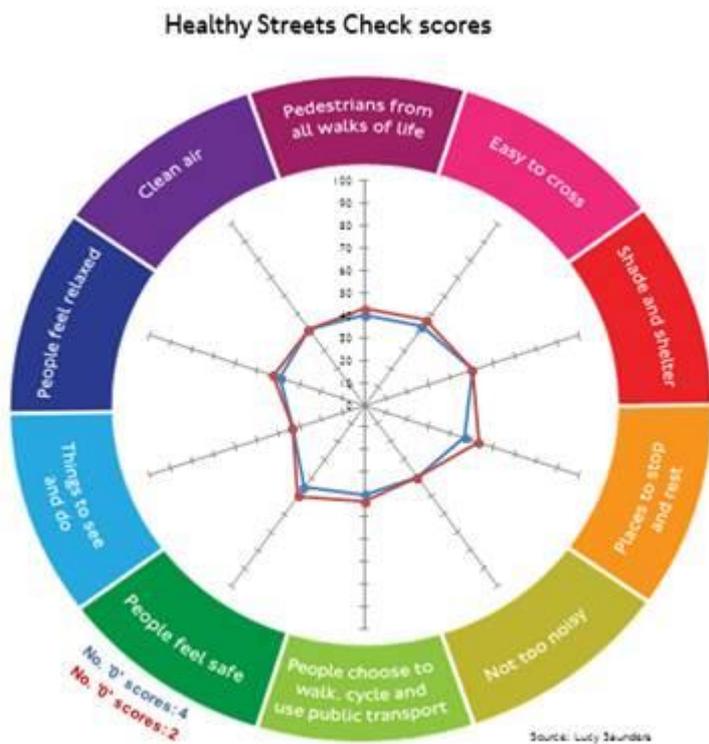
We are inviting anyone who is interested in the proposals to ask questions or provide comments by 20 February 2018. Subject to the feedback we receive, we plan to start the changes at both locations in spring 2018.

Appendix E: List of stakeholders

Action Disability Kensington & Chelsea	London Assembly Member – Caroline Pidgeon
Asburnham Primary School	London Assembly Member – Andrew Boff
BikeMinded	London Assembly Member – Caroline Russel
Central Traffic Management - Traffic police	London Assembly Member – David Kurten
Chelsea Society	London Assembly Member – Fiona Twycross (LFEPA Chair)
Chelsea Community Baptist Church	London Assembly Member – Kemi Badenoch
Chelsea FC stadium	London Assembly Member – Nicky Gavron
Chelsea Fire Station	London Assembly Member – Shaun Bailey
Chelsea Muslim Community Hub	London Assembly Member – Sian Berry
Chelsea Theatre	London Assembly Member – Tom Copley
Cheyne Children's Centre	London Assembly Member – Tony Devenish
Cremorne Residents Association	London Cycling Campaign (K&C)
Deputy Mayor for Transport Val Shawcross	London Omnibus Traction Society
DfT Director General (Road, Local and Traffic)	London Tourist Coach Operators Association
Westway Community Transport	London TravelWatch
Institute of Civil Engineers	Met Police Partnership Unit
Director of Transport RBKC	Metropolitan Police
Disability Rights UK	MP Emma Dent-Coad
Emergency Planning Manager - London Ambulance	MP Greg Hands
English National Ballet School	National Autistic Society
Executive Officer to Val Shawcross	NHS Ambulance Services
Fernshaw Road Residents Association	RBKC Chief Executive
Gagliardi Gallery	RBKC Road Safety Officer
General email for Royal Borough of Kensington and Chelsea	RBKC School Travel coordinator
Greater London Authority	RBKC Sustainable Travel manager
GLA Head of Transport	RBKC Transport Policy
GLA Transport manager	Royal National Institute of the Blind
Guinness Buildings	School Travel
Inspector Partnership Unit - Met Police	London Ambulance
Joint Chief Executive for Hammersmith & Fulham and Royal Borough of Kensington & Chelsea	Taxi and Private Hire for Heathrow Airport
Kensington & Chelsea College	Ten Acres Residents Association
Kensington & Chelsea Safer Transport Team	The Advocacy Project
Kensington and Chelsea TMO	World's End Estate Residents Association (WERA)
King's Road Association of Chelsea Residents	Ward councillor – Mary Wheale
Living Streets	Ward councillor – Nicholas Paget-Brown
	Ward councillor – Timothy Coleridge

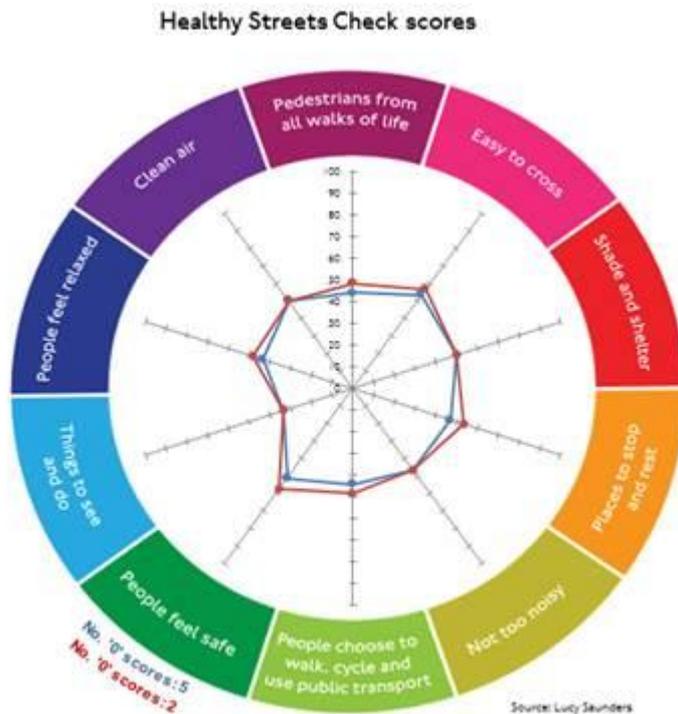
Appendix F – Healthy Streets Check

Healthy Streets Check report for the Gunter Grove to Fernshaw Road section.



Segment 1: Kings Road from Gunter Grove to Fernshaw Road		
	Before	After
Overall Healthy Streets Check score	41	44
Number of '0' scores	4	2
Explanation of '0' scores	0 scores for metrics 1 and 2 are due to existing high traffic flows and the amount of large vehicles, which are not anticipated to change as part of these proposals.	

Healthy Streets Check for the Fernshaw Road to Slaidburn Street section.



Segment 2: Kings Road from Fernshaw Road to Slaidburn Street		
	Before	After
Overall Healthy Streets Check score	46	50
Number of '0' scores	5	2
Explanation of '0' scores	0 scores for metrics 1 and 2 are due to existing high traffic flows and the amount of large vehicles, which are not anticipated to change as part of these proposals.	

For more information about the Mayor's Healthy Streets Approach, go to <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>.