



3 August 2020

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**Chief Executive Barry Quirk CBE**  
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By email - [REDACTED]

Dear Barry

## London Streetspace Funding

I'm really pleased that we have been able to allocate your borough £78,000 to install protected cycle tracks on Kensington High Street, and we welcome your ambition to provide protected space on such an important and high profile road which is already very well used by people travelling to work, shops and other attractions by bike. My team is keen to support yours to progress through the design stage to implementation and in line with this have already released funding to enable you to develop designs which fit with the London Cycling Design Standards.

I understand that our teams have together reviewed your plans and thought it would be helpful to set out in a little more detail the sorts of things we expect the scheme will include to ensure it meets the safest standards when it is put in place.

- Links - given the current and expected cycling demand, our view is that the width of the proposed cycle tracks should preferably be 2.5m wide for as much of the street as possible. This width would allow cyclists to safely overtake one another. In addition, all kerbside activity would need to be relocated either to the outside of the cycle tracks or to an alternative location e.g. side roads. It would be helpful to see plans to show how loading is proposed to be accommodated on the street
- Bus stops – I believe the current design and proposal is to end the protected cycle tracks at bus stops. Our view is that this is not the optimal solution, but we do understand the difficulty of designing bus stop bypasses for 15 bus stops, which is complicated by the current paved central median area on the street. My team have suggested that RBKC develop designs for bus stop bypasses for the street that could be potentially introduced at a later date. I believe your officers for their part have suggested that the temporary scheme could include one or two bypasses as part of a short-term scheme and to include the remaining as part of a longer term scheme.

- Junctions – getting the temporary design of junctions on Kensington High Street right will be crucial to the success and safety of any scheme. Our main concern about the initial designs relate to the junction designs at Earls Court Road and Kensington Church Street. Our view is that the current designs are less safe than the existing road layout and the designs therefore need some significant changes. I understand that RBKC are exploring several different options for alternative junction layouts and these will be shared with us in the next week. At this stage, our view is that a traffic signal intervention will be needed for these two RBKC junctions and potentially at two TfL junctions. Given the complexity around delivering junction and traffic signal changes, TfL has some concerns about the viability of delivering a temporary scheme before the end of September.

Inevitably the design changes needed to adopt the junction changes we have suggested will push the cost of the scheme beyond the funding we have allocated. Once we have updated designs I would like to discuss how we will fund any cost increases – including the question of what contribution the Borough could make.

As you know, we have also been working with your team on designs for the CS8 extension along Chelsea Embankment. We believe that the route proposed would be a high-quality cycling facility, serving demand identified by our analysis, but understand your concerns about the potential traffic impacts of the proposals. We will therefore pause work on CS8 extension to allow RBKC officers the time to develop a satisfactory cycling design for Kensington High Street. That said, it is increasingly important for us to deliver one connected east/west route from Central London to West London. We will therefore look to resume work on CS8 extension at the end of August if an acceptable design solution looks unlikely to be achievable on Kensington High Street in the short term. If an adequate design for Kensington High Street can be achieved by the end of August, we will work closely with you and your officers towards a more acceptable design for the CS8 extension that takes account of the concerns that you have raised, in particular seeking to avoid the banned turns that are most problematic for you.

I am keen we work together to progress this, and wonder if we might find a time to discuss further next month

Yours sincerely



**Gareth Powell**  
**Managing Director – Surface Transport**

cc. Mark Chetwynd - Chief Transport Policy Officer  
Sue Foster OBE MRTPI - Exec Director of Planning & Borough Dev  
Terry Oliver – Service Director