

MINUTES

Meeting Title: Royal Borough of Kensington and Chelsea Concept Design Discussion

Attendees:

Name	Initials	Job Title
[REDACTED]		Route 9 Project Manager, TfL
[REDACTED]		Graduate Project Officer, TfL
[REDACTED]		Lead Design Engineer, TfL
[REDACTED]		Design Engineer, TfL
[REDACTED]		Royal Borough of Kensington and Chelsea
[REDACTED]		Royal Borough of Kensington and Chelsea

Date of Meeting: 13th March 2013 **Time of Meeting:** 10.00-11.30
Location of Meeting: Royal Borough of Kensington & Chelsea Offices, 37 Pembroke Road, London W8 6PW.

Chair: [REDACTED] **Minutes:** [REDACTED]

Minutes	Action	By Date
<p>[REDACTED] outlined discussions between RBKC Councillor Paget Brown and the Cycling Commissioner Andrew Gilligan the previous week. The Cycling Commissioner proposed to look at alternative cycling routes to Kensington High Street as part of the cycling grid; such as a parallel route to the north through Kensington Gardens, Holland Street and Holland Park. Connections would also be made to the proposed West Way. Paths through Holland Park do not currently allow cycling and it is expected that this route may receive opposition from local groups.</p> <p>[REDACTED]s due to attend a Central London Boroughs conference at Palestra this afternoon where the Cycling Vision is to be discussed further.</p> <p><u>CS9 Concept Design Options:</u></p> <p>[REDACTED] Looking more at segregated concepts due to type and number of cycle collisions. Noted that cycle flows are of a tidal nature and cyclists make up to 40% of traffic in the peaks.</p> <p>Three concept designs created, all of which maintain current footways and focus on the section of Kensington High Street between Earls Court Road and Kensington Church Street.</p> <p><u>Option 1</u> - One way segregated cycle track in each direction.</p> <ul style="list-style-type: none"> • One two metre lane on each side of carriageway. • Approx one third of current loading areas retained. • Floating bus stops would need further consideration of how many people the islands can accommodate. • Central islands removed to allow carriageway to be reduced from two lanes to one except where turning movements occur at junctions. 		

<ul style="list-style-type: none"> • [REDACTED] - Possibility to gate traffic or look into 20mph zone. <p><u>Option 2</u> - Hybrid cycle lanes on either side of carriageway, paved in a different material. 50mm drop kerb.</p> <ul style="list-style-type: none"> • Buses stop on cycle lane and cyclists manoeuvre round. • [REDACTED] - buses and bus stops are key problem with this concept. • Approx half of current loading areas retained. <p><u>Option 3</u> - Four metre, two-way segregated cycle lane on Northern side of carriageway.</p> <ul style="list-style-type: none"> • [REDACTED] - Concern of cyclists entering and exiting segregation, possibly crossing three lanes of traffic. Noted that there should be breaks in traffic due to controlled crossings. • Potential to gate traffic and divert some longer journeys to A4. Detailed modelling to be undertaken. • Bus stops outside High Street Kensington LU Station relocated a short distance away. • Central island relocated, allowing cycle parking and trees to be maintained. • Approx two thirds of current loading areas retained, however hours of operation could be extended as loading pads remove vehicle conflict. • [REDACTED] – Noted Campden Hill Road is a collision hot spot. Potential to signalise junction. • [REDACTED] - Positive impact on pedestrian activity. • [REDACTED] - Preferred option out of the three concepts outlined. <p>Action: [REDACTED] – Internal discussions to be held over the options for route 9.</p> <p>AOB: [REDACTED] – Interested in potential to use electronic cycle counter along the route which could also display air quality totals and other information. Aim to motivate local area and evidence modal share.</p>	<p>[REDACTED]</p>	<p>TBC</p>
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