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<b>Title</b>	<b>Ashburn Place Priority Junctions</b>
<b>Date</b>	13 July 2023
<b>Summary</b>	This paper summarises recent non-statutory consultation responses to the proposed introduction of priority junctions at the junction of Ashburn Place/Harrington Gardens and Ashburn Place/Courtfield Road.
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## 1 Background

- 1.1 The Quietway 15 cycle route was introduced in 2017 and runs from Belgravia to Brompton Cemetery. It is one of two numbered Quietway routes in the borough and the Council has outline plans to extend Quietway 15 from Brompton Cemetery to Chelsea Harbour in the future.
- 1.2 In May 2019, Transport for London introduced new quality criteria for cycle routes in London. As part of an audit of existing Quietway routes by the Council, using an external consultancy a number of interventions were identified to improve Quietway 15 to bring the route closer to 'Cycleway' standard. One of these was to improve the junctions of Ashburn Place/Harrington Gardens and Ashburn Place/Courtfield Road by converting the existing mini-roundabouts to priority junctions, providing a zebra crossing on the western arm of the Ashburn Place/Harrington Gardens junction, and included traffic calming methods such as raised tables and footway extension to narrow the carriageway. The proposed designs are included as Appendix B.
- 1.3 The mini-roundabouts at the junctions of Ashburn Place/Harrington Gardens and Ashburn Place/Courtfield Road have a history of collisions as set out below in Table 1. The proposed conversion of the mini-roundabouts to priority junctions, and traffic calming proposals such as raised tables and footway extensions, should reduce collisions at these junctions.

**Table 1. Personal injury record of Ashburn Place junctions**

<b>Junction</b>	<b>Personal injury collisions over three-years</b>
Ashburn Place/Harrington Gardens	<b>Eight collisions</b> resulting in two serious and six slight casualties (one serious and four slight cyclist casualties)

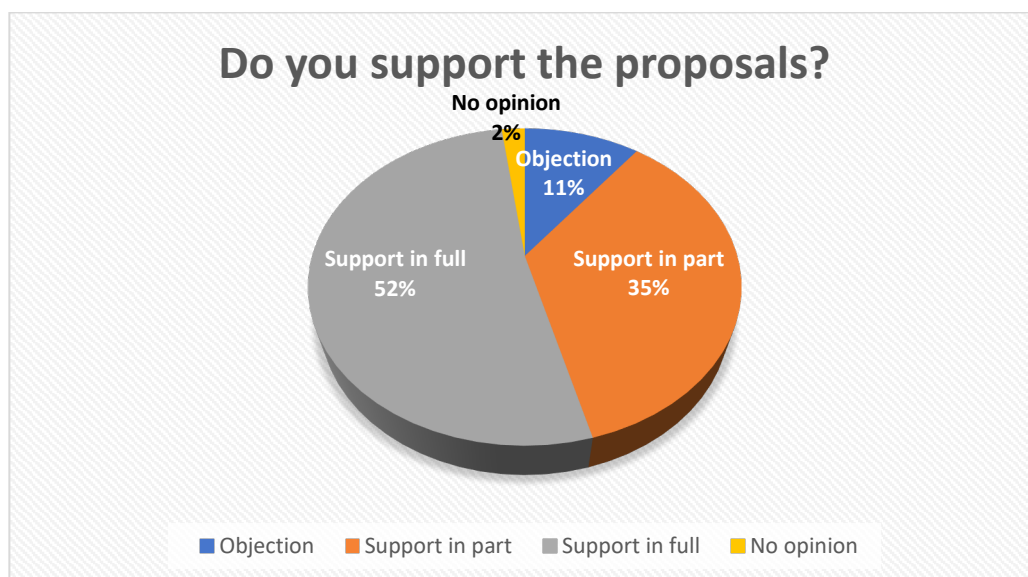
Ashburn Place/Courtfield Road	<b>Five collisions</b> resulting in five slight casualties (all cyclists)
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## 2 Consultation Responses

2.1 From 27 March to 7 May 2023, the Council undertook consultation on the proposals set out in Appendix B. A total of 3,517 households living near the proposals received letters signposting them to the consultation and the consultation was available on the Council’s consultation and engagement hub. Local ward councillors, residents’ associations and community groups were made aware of the consultations by email.

2.2 In total, 48 responses were received. Figure 1 summarises the responses received. Twenty-five respondents supported the proposals in full, 17 supported in part, and 5 respondents objected to the proposals. One person had no opinion. Appendix A lists the responses received.

*Fig. 1 – Summary of responses received.*



## 3 Consideration of Objections

3.1 Table 1 below illustrates the main themes of the objections or ‘support in-part’ responses received.

*Table 1 – Objections/support in-part responses by theme*

Issue	No. comments
Requested a crossing on Ashburn Place/Courtfield Road	10
Proposals not necessary and/or a waste of funding	3
Anti-social behaviour by cyclists / cyclists don’t pay road tax	3
Encourages cyclists to travel faster increasing risk of collisions with pedestrians	2

Junctions should be traffic light-controlled	2
The priority at the Courtfield Road/Ashburn Place junction should be on Courtfield Road.	2
Loss of parking bays	2
Proposals will not reduce traffic, speeds or collisions.	2
Other (see 3.9)	8

3.2 Officer responses to the issues raised are detailed below:

**Requested a crossing additionally on Ashburn Place/Courtfield Road**

3.3 Ten responses requested that a formal crossing facility be introduced at the junction of Ashburn Place/Courtfield Road.

Officer Response

3.4 Officers recommend that a zebra crossing be investigated in response to residents' requests and have commissioned a survey of existing pedestrian movement to understand where the crossing might be most beneficial. The crossing would then be developed as part of a detailed design.

3.5 Wherever the crossing is located, additional loss of parking space would be required. Residents will have the opportunity to comment on the removal of parking for this purpose via statutory traffic order consultation, expected to take place in October.

**Scheme is unnecessary or a waste of funding**

3.6 Some respondents believed the proposals, or aspects of them, to be unnecessary and/or a waste of money, with one respondent specifically opposing the zebra crossing proposed at Ashburn Place/Harrington Gardens as it would add 'excessive capital cost and require ongoing maintenance'. One respondent simply stated that the proposals were not necessary and another asked that the Council stop "wasting" taxpayers' money.

Officer Response

3.7 For two of the comments, it is hard to understand precisely which part of the proposals are considered unnecessary or a waste of money. The zebra crossing element is a small proportion of the total scheme cost. It is correct that there are on-going maintenance costs in terms of lighting the beacons and re-marking the zebra markings periodically, but this is considered acceptable in view of residents' requests for an additional crossing, and the expected benefits of introducing them.

**Anti-social behaviour by cyclists / cyclists don't pay road tax**

- 3.8 Three respondents said that they had concerns around the behaviour of cyclists, including reckless riding and red-light jumping. One respondent believed cyclists do not pay road tax.

Officer response

- 3.9 The Council does not condone abusive or other poor behaviour by cyclists, and much of this behaviour is a matter for the Police to enforce. However, the fact that a minority of cyclists may break traffic laws or exhibit abusive behaviour is not a convincing argument against providing improved facilities for cycling - in the same way the Council provides for vehicle drivers even though a minority of them may exhibit abusive behaviour.
- 3.10 Road tax was abolished in 1936 but Vehicle Excise Duty (VED) – the tax levied by Government on vehicles - is paid by many drivers on an annual basis, with the amount varying depending on the vehicle's emissions. Cyclists, like pedestrians, are not required to pay VED but the Government has encouraged local councils to provide infrastructure to increase levels of walking and cycling.

**Encourages cyclists to travel faster increasing collision chance with pedestrians.**

- 3.11 Two respondents commented that the proposals would encourage cyclists to travel faster, because they would no longer need to stop at some arms of the junction as presently and that would encourage reckless cycling and pose a risk.

Officer response

- 3.12 The change from mini-roundabout to priority junction means that all vehicles will no longer need to give way on two arms of the junction. However, the section of carriageway involved between junctions remains fairly short so most cyclists are unlikely to exceed the 20mph limit here. Currently, some drivers ride over the domes of the mini-roundabouts to cut the corner, creating a hazard to other road users that would be eliminated with a priority junction.

**Junctions should be traffic light controlled**

- 3.13 Two respondents suggested that the junctions should instead be traffic light-controlled, with one respondent suggesting there should be controlled crossings on all four arms.

Officer Response

- 3.14 Traffic signals are not the most suitable form of control for all junctions. Applying best practice, the council's traffic engineers consider that the traffic patterns, volume, speed and collision record for these junctions make changing to priority-control more suitable than installing traffic signals. Officers must weigh the benefits of signalised junctions with the impact on traffic flow and in this

case, officers consider that the traffic speeds and flows at this location are not of sufficient levels to justify traffic-lights or controlled crossings on all four arms of the junction. Where flows are low, compliance with red lights can be compromised, creating a new hazard. The Council also aims, where possible to minimise street furniture.

### **Loss of parking**

- 3.15 Two respondents were concerned at the proposed loss of parking to facilitate the raised table and on Ashburn Place/Harrington Road.

#### Officer Response

- 3.16 Across both proposals, it is currently expected that the equivalent of two residents' parking bays would be removed (11.2 metres). This is a small proportion of the parking available in the vicinity of the junction and officers consider that the scheme's expected benefits outweigh the disbenefit of the reduction in car parking. Statutory consultation on the parking proposals must be undertaken before the changes can be made on street.

### **Proposals will not reduce traffic, speeds or collisions.**

- 3.17 Two respondents did not believe that the proposals would reduce traffic flows or traffic speeds or improve the collision record at each junction.

#### Officer Response

- 3.18 Roundabouts are effective at reducing drivers' speed and keeping them low in a low-speed environment. However, raised tables, like speed ramps, are also proven to reduce traffic speeds, and the Council has numerous similar facilities across the borough. The main reason for converting the mini roundabouts to priority junctions is to meet guidance set out in Local Transport Note 1/20 which favours giving priority along cycle routes. The collision records at these locations are consistent with research that shows that mini roundabouts typically perform worse than priority junctions for pedal cycle collisions.

### **Other comments**

- 3.9 Table 2 lists comments received sitting outside of the above themes, alongside officer responses.

**Table 2 – 'Other' comments and officer responses.**

	<b>Comment Summary</b>	<b>Officer Response</b>
1	Respondent believes that far more pedestrians cross on the eastern side, so it would be more convenient for walkers to place it there.	The zebra crossing has been proposed on the western side because it appears to the scheme designers that this is where there is the greatest demand. This side of the junction also requires the smallest reduction in residents' parking and provides improved connectivity to the hotel at Courtfield Road.

2	Keep pedestrian islands on Harrington Gardens.	The proposed footway extensions to help reduce traffic speeds, and reduce pedestrian crossing distance mean that there will no longer be space for these pedestrian islands. However, the introduction of a formal crossing facility should be of higher benefit than pedestrian islands which do not require traffic to give way to waiting pedestrians
3	There needs to be clear stop signs on the lower priority roads and "beware pedestrian" signs (or similiar) at both junctions. There need to be prominent white zig zag road markings to slow the traffic on all four arms at each junctions.	The proposals will be signed in line with the Traffic Signs Regulations and General Directions. White zig-zag markings accompany pedestrian crossings and would not be appropriate for all arms of the junction. Officers do not consider a 'beware pedestrians' sign will be necessary as most drivers are familiar with zebra crossings and priority junctions.
4	Put planters on new footway buildouts.	The Council does not currently support low level planting within the footway and it is likely that introducing trees or planting in raised planters could impact on visibility.
5	The existing mini-roundabouts aid traffic flow and prevent tailbacks from forming. By replacing these mini-roundabouts with junctions, vehicles on Ashburn Place and Courtfield Road will have to yield to traffic coming from both left and right, causing congestion on these already busy roads.	Vehicles on the non-priority arms will have to yield to the left and the right but flows on this road are not so great that drivers should have to be held for long periods, and that any slight delay must be weighed against safety benefits. Some drivers will have less time to wait, for example, if coming from Harrington Road (east) drivers would need to give way to vehicles traveling south on Ashburn Place.
6	Proposals for the Harrington Gardens/Ashburn Place junction will make area more dangerous for cyclists As Harrington Road is a wide road and drivers coming down it drive too fast and regularly fail to observe the rules at the roundabout. There is a need for a traffic calming measure on Harrington Road to encourage safer driving.	The proposals include a raised table and widened footways at the junction of Harrington Gardens/Ashburn Place (i.e. traffic calming measures). The proposed priority junction – which gives priority to in line with the Quietway 15 cycle route – means that cyclists using the Quietway will no longer need to stop at this junction, but continue along the route, reducing the risk of collisions.

	Perhaps bollards at the entrance and exit to the roundabout on Harrington Road, or speed cameras etc.	
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#### **4. Funding**

- 4.1 Both of the proposals are expected to cost in the region of £120k. Transport for London has provided funding to undertake detailed design of the scheme, but have not yet confirmed implementation funding. If Cycleways funding is not made available to build the scheme, officers would use LIP funding to implement the changes.

#### **5 Next steps**

- 5.1 Following consideration of all comments received, officers will recommend to the Director of Transport and Regulatory Services that the Council proceed to detailed design and implementation of the proposed priority junction – with the design for Courtfield Road/Ashburn Place to include a new crossing facility. Proceeding with the proposals will be subject to the outcome of statutory traffic regulation orders.

**Appendix A: Responses received - Note: respondents selected “Support in full”, “support in part” or “object” themselves. In some cases their comments may not reflect their choice.**

**Support in Full One**

I cycle or walk every day across one or both of these junctions and find them dangerous, with plenty of cars not attempting to go round the mini roundabouts, and therefore not slowing down enough. Anything to restrict fast driving (or any driving) in this car clogged part of London is welcome.

**Support in Full Two**

[No comment supplied]

**Support in Full Three**

These are dangerous junctions. Especially for parents with children walking to all the nearby schools.

**Support in Full Four**

I am so pleased you are proposing to remove these mini roundabouts. I cycle this route regularly as it is one of the only safer routes in this part of the borough. I find that drivers regularly speed through these roundabouts cutting across the cycle route and I've had to make emergency stops on my bike here a number of times. These changes will slow the junctions down and I hope make them safer for everyone.

**Support in Full Five**

[No comment supplied]

**Support in Full Six**

This may prove part of the answer to the rat-running which has blighted these junctions.



**Support in Full Seven**

I support the proposals. I consider them an improvement for walking and cycling. They will help me reach my destination safely when I work at Ashfield House in West Kensington.

**Support in Full Eight**

I find the present roundabouts unsafe and difficult to cope with. The traffic does not stop, sometimes it does not even go around the bump, but cuts the corner.... and so it makes guessing when it is safe to cross very difficult. People also speed through these areas, as they are not required to stop OR slow. I greatly hope you will make this safety improvement.

**Support in Full Nine**

[No comment supplied]

**Support in Full Ten**

The current roundabout is dangerous as cars usually are unable to go around it completely, so many end up driving over it. This means it is difficult to judge where they are going. For when I drive and when I cycle, this will be an improvement.

**Support in Full Eleven**

[No comment supplied]

**Support in Full Twelve**

A very good friend of mine was hit (as a pedestrian) by a vehicle in the roundabout/ junction of ashburn place and Harrington Gardens. It is necessary to stop any further incidents -I am always nervous crossing in those places. Elderly people and children are in danger.

**Support in Full Thirteen**

[No comment supplied]

#### **Support in Full Fourteen**

Fully support the proposal to improve safety on these junctions. Raised tables - are effective ways to induce lower speeds approaching junctions and crossings. Reducing the parking in the immediate area not only enables introduction of raised tables at junctions but also importantly increases visibility around junctions. Zebra crossing in line with RBKC and TfL policies on encouraging and facilitating better pedestrian experiences and reflects new Highway Code hierarchy.

#### **Support in Full Fifteen**

These changes are long overdue. Thank you!

#### **Support in Full Sixteen**

This proposal would great to get implemented. I cycle through both junctions almost every day, and I have seen many near misses where either a cyclist or a car simply don't see the roundabout signs...

#### **Support in Full Seventeen**

[No comment supplied]

#### **Support in Full Eighteen**

Yes, I agree, the mini-roundabouts at both of these junctions create confusion for pedestrians, and the apparent belief among many motorists that they have a right-of-way over pedestrians at all times. Also, in a neighbourhood where there are many non-British motorists, there is a lack of experience in correctly navigating mini-roundabouts that are so small in size. My wife and I (68 and 71 in age respectively) often complain about the dangerous conditions at these two mini-roundabouts.

**Support in Full Nineteen**

[No comment supplied]

**Support in Full Twenty**

- Strong support for both proposals which will calm traffic and reduce incidents and accidents, which, as a nearby resident, I know are not all reported nor logged.
- Improving highway and pedestrian safety can only be sensible, and this investment is a good use of Council funds.

**Support in Full Twenty-One**

Ashburn Place is a designated cycleway and the road is much used by cyclists since it gives safe access to the crossing of Cromwell Road and connects the various cycleways in South Kensington with those to the north. While the proposed changes to the mini roundabouts should prove beneficial from a safety standpoint, I do urge the planners to give due consideration to the needs of cyclists and to ensure that they have safe passage. In particular, for the sake of cyclists, I would propose to make both junctions giving way to traffic on Ashburn Place to avoid undue stopping and starting and to ensure that cyclists have priority along Ashburn Place.

**Support in Full Twenty-Two**

[No comment supplied]

**Support in Full Twenty-Three**

[No comment supplied]

**Support in Full Twenty-Four**

The maximum we could do to make this safer would be fundamental for the safety of my children. We have to cross both of these crossings to go to school and it is always stressful as all the cars and bicycles are rushing and coming from all corners. I have to repeatedly tell my nanny of the danger of these crossings as I am so concerned about them. Thank you for working on this.

### **Support in Full Twenty-Five**

I have received a flyer about the proposed changes to the Ashburn Place junctions. As a long-standing resident in the Borough, I fully support the intent to make the area safer for pedestrians and reduce the volume of traffic. In addition, I would like to understand why you are not also considering doing something similar at the mini-roundabout at the junctions of Collingham Road and Courtfield Road. The volume of traffic at this intersection is extremely high as a lot of traffic comes this way from the Cromwell Road. Having lived in the area for many years, I have witnessed many near misses involving both cars and pedestrians at this intersection.

A serious car accident occurred at this intersection in August 2021. I have attached a photo of the incident. Two cars were involved. One car was trying to get around the roundabout too quickly which caused the car in the picture coming around the roundabout to try to brake. Unfortunately the driver hit the accelerator by accident and came straight into the front of the building. Fortunately no one was seriously hurt. However it has taken us 1.5 years to fix the significant damage caused to the building due to issues with the insurance companies involved. I would be grateful for your consideration on this matter.

### **Support in Part One**

A lot of through traffic flows northbound on Ashburn Place (from Old Brompton Road) and westbound on Courtfield Road (from Gloucester Road). The existing mini-roundabouts aid traffic flow and prevent tailbacks from forming. By replacing these mini-roundabouts with junctions, vehicles on Ashburn Place and Courtfield Road will have to yield to traffic coming from both left and right, causing congestion on these already busy roads. Notwithstanding this, the proposed zebra crossing on Harrington Gardens may be a viable development.

### **Support in Part Two**

I would add zebra crossings at both junctions as it's really dangerous at the moment.

### **Support in Part Three**

There needs to be a zebra crossing as part of Courtfield Road /Ashburn Place junction - crossing Ashburn Place on the south side of the junction. There needs to be clear stop signs on the lower priority roads. There needs to be "beware pedestrian" signs (or similiar) at both junctions. There need to be prominent white zig zag road markings to slow the traffic on all 4 roads at each junction - as you see at all zebra crossings.

#### **Support in Part Four**

Overall supporting the changes introduced as they should improve safety for cyclists and make Q15 smoother to ride. The proposal does only marginally improve pedestrian safety though. It is often hard to cross Courtfield Road and the new scheme would benefit from a feature to facilitate a safe crossing around where Courtfield Gardens crosses Ashburn Place.

Same applies to the junction between Ashburn Place and Harrington Garden. The pedestrian crossing on the West side is a significant improvement but could the pedestrian heavens be maintained on Harrington Gardens, especially given the width of the road on both the West and East side of the junction? Planters in the ground should be installed in footway buildouts with low level plants since the junctions are entirely resigned. This would contribute to facilitating rain water flowing & heat absorption.

#### **Support in Part Five**

I support all the proposals but would like there to be better provision for pedestrians at the Courtfield Road junction. Cars coming north on Ashburn Place tend to speed up in an attempt to catch the traffic lights. Cycles coming south have hit full speed by the time they get to the Courtfield Road junction. Getting across Ashburn Place from the west - whence many people walk to catch the tube- can therefore be tricky. Introducing a zebra crossing, or putting pedestrian islands into the road, would make crossing this road safer.

#### **Support in Part Six**

I think the zebra crossing is over-zealous, will add excessive capital cost and require ongoing maintenance. Other changes seem sensible. I am in my sixties and walk these junctions daily. They do not seem excessively dangerous and therefore the changes should be as cost effective as possible.

#### **Support in Part Seven**

As a general principle, making the life of people riding on two wheels easier does not necessarily bring the positive outcomes expected. Many riders are reckless and giving them more rights only encourages this recklessness.

It is also very dividing and discriminating to see that every change to the traffic rules is always against car drivers, mirroring in that way the profoundly unfair and dubious trend in the society at large to make white males the bad guys.

It is very sad to see that a conservative council is often too keen to adopt the same type of policies than the left-wing liberals. I can tell you that not one does expect from the conservatives and that will show in the next elections, whether general or local.

Specifically, I support the zebra zones since it should make crossing the streets safer, which is important, especially for families with children and elderly people.

However, I note that the two projects will lead to a reduction in the number of resident parking bays - again the same trend against car drivers and also residents, who pay always more for an increasingly worse service.

#### **Support in Part Eight**

I would encourage to put zebra stripes between Courtfield road and Ashburn Place. Even with the proposed changes crossing that road is dangerous and there are many children needing to use it to reach the bus stop or Gloucester Road tube station to go to school. It's a very trafficked area both by pedestrians and vehicles and zebra strips should really be considered.

#### **Support in Part Nine**

Making these intersections safer for pedestrians is highly desirable. Both Ashburn Place and Harrington Gardens are used as cut-throughs by motorists and the volume and speed of vehicles are incompatible with quiet, residential streets. At present, the traffic islands (west and east side) on Harrington Gardens make it much easier to cross that wide and busy street. Is it really sensible to remove the island on the east side and to force pedestrians to cross only on the west side? I would like to see both islands retained even if there is a pedestrian crossing and a raised table at the intersection. This is especially true as traffic travelling east on Harrington Gardens is often racing to catch the lights at Gloucester Road and I'm concerned that the table may be an insufficient barrier to speed along Harrington Gardens.

#### **Support in Part Ten**

I think the Courtfield road/ Ashburn junction has to be the same as the Harrington/ Ashburn junction with priority to Courtfield Road and NOT Ashburn. Courtfield Road is very busy and the current proposals will just cause a tailback on Courtfield road which is already busy. Ashburn is less busy and should be giving way. Besides both junctions should be same otherwise you will confuse cyclists and motorists.

#### **Support in Part Eleven**

Both junctions would benefit from a zebra crossing, not just the one.

#### **Support in Part Twelve**

We urgently need pedestrian zebra crossings (or lights) at the intersection of Ashburn Place and Courtfield Road. The dangers at this intersection have amplified since the bicycle route was added. Cars race through from all four directions. And now bikes, which roar through the Cromwell Rd crossing as they charge south from Grenville Place, tear down Ashburn at high speed, often not well seen. Any person crossing that intersection on foot is honestly at risk of being hit. The risk is worse than whatever your data is showing. Please, before further risk of injury or even a deadly accident, please act now to provide either lights, or at the very least, FOUR-WAY zebra crossings at this intersection to give pedestrians a safe way to get across the street. A 'priority crossing' is not nearly enough. This is a heavily-walked main route for people going back and forth to the tube stop at Gloucester Road. I urge you to take this action to make us all safer. Thank you.

#### **Support in Part Thirteen**

Careful consideration should be given to having traffic lights at the crossroads between Ashburn Place and Courtfield Road. It seems to be fast becoming a dangerous crossing concerning cars, cycles and pedestrians.

#### **Support in Part Fourteen**

It is very important to also add a zebra crossing on Courtfield Road. Failure to give pedestrians priority will result in an INCREASED risk to residents, as cars awaiting their priority turn will be even more aggressive with pedestrians than they already are. At the present time drivers (for the most part) believe they have priority over pedestrians, in many instances fail to allow pedestrians to cross, and the lack of provision of a zebra crossing on Courtfield Road will add to the risk for pedestrians and residents crossing the road.

[Additional comments]

As you may recall I had previously written about the dangers of crossing Courtfield Road near the round about with Ashburn Place, as cars “fight for priority” and as such do not give any considerations to pedestrians. I had proposed a zebra crossing.

RBCK is now proposing to do work in the area, which include a zebra crossing on Harrington Road and Ashburn Place (but not on Courtfield Road and Ashburn Place).

The proposal by RBCK is to give one priority at the intersection of Courtfield Road and Ashburn Place, without a zebra crossing at the location. This will significantly increase the risk to pedestrians as cars (who to start with do not give any consideration to pedestrians), with now be in even more rush when they don’t have a priority and try to quickly take the opportunity to drive through the intersection, increasing the risk to pedestrians.

This intersection is a disaster waiting to happen, and not having a zebra crossing at Courtfield Road and Ashburn Place will only increase the risk of injury (or worst) to pedestrians.

Would you be able to help on this matter please? All we ask for is to add a zebra crossing on Courtfield Road and Ashburn Place, just as one will be added on Harrington Road and Ashburn Place.

#### **Support in Part Fifteen**

Think we need a zebra crossing as well on ashburn place just before the intersection with courtfield road (on the corner 15a courfield road and millenium hotel).

#### **Support in Part Sixteen**

The proposals are great but I would add a zebra crossing over Ashburn Place at the junction with Courtfield Road (best located on the South side of the crossing), as plenty of people, including children, cross that junction everyday on their way to/from the Gloucester Road tube station.



## Support in Part Seventeen

As someone who walks and cycles through these junctions every day I wanted to offer two thoughts on the proposed changes:

- i) At the Harrington Gardens junction, it has been proposed that a zebra crossing be added to the western side of the junction. However, anecdotally, I believe that far more pedestrians cross on the eastern side, so it would be more convenient for walkers to place it there
- ii) At the Courtfield Road junction, it's been proposed that traffic on Courtfield Road give way to traffic on Ashburn Place. However, anecdotally, I believe that a lot more traffic passes along Courtfield Road, and so it would be more efficient to have the traffic on Ashburn Place give way instead

## Objection One

The plan seems to encourage cyclists to travel faster, while putting in no helpful measures for pedestrians, except for the single zebra crossing (not on the cycle route) thus increasing the possibility of cycle/pedestrian collisions.

In my view, the plan does not solve the problems it sets out to solve, and in some ways makes the situation worse.

Main concerns:

a. From the pedestrian's point of view –

- i. Pedestrian traffic does not only travel on the Harrington Hotel side. People are largely heading for the tube station/Waitrose. The traffic island on the Gloucester Hotel side has been removed, which at least gave pedestrians a fighting chance of crossing the road safely. Zebra crossings should be on both sides of HG (1 x car / lorry length away from the junction). Or keep the traffic island.
- ii. There is no need to make the pavements wider - for what purpose? The pavements are quite wide enough at these points. This seems a waste of money. Making the road narrower does not make it easier to cross against 2 different directions of traffic.
- iii. Cyclists often do not stop at the roundabout to give way to traffic, so it is equally unlikely that they will stop at the double lines to give way, especially to pedestrians trying to cross.

b. From the cyclist's point of view –

- i. Cyclists are not good at stopping at the mini roundabouts.

If they are coming through the cycle way from the lights across the Cromwell Road, they will have picked up speed and have the right of way at the AP/ CR junction.

It is unlikely that they will realise they have to give way at the AP/HG junction and need to stop, rather than cycling straight into the line of cars. This seems quite dangerous.

c. From the driver's point of view -

i. Cyclists are often not good at stopping at junctions. The mini roundabouts at least give a strong visual impression that all parties should be aware of all other traffic. At both junctions, cycles or cars have different priorities for the right of way, which seems more likely to cause cycle/car accidents.

ii. The traffic coming from the junction with Gloucester Road and Harrington Gardens means there is often an unbroken stream of traffic heading for the Cromwell Road at the junction opposite Sainsburys. This will now be held up by the zebra crossing, causing a queue of traffic across Ashburn Place.

iii. It is unlikely cyclists will wait for this traffic queue to disappear at this junction before they try crossing, potentially causing more accidents.

### **Objection Two**

More eco lunacy that will do nothing to stem traffic, decrease the volume of cars in the area, or restrict the potential for accidents or casualties, but will be installed simply to allow the Council to virtue signal about its priorities to residents who frankly could not care less. Last I checked, pedestrians and cyclists did not pay road tax – why are their interest given preference to motorists who do pay road tax? Given the removal of parking spaces, is the council prepared for the increase in double parking and illegal parking as a result?

Ultimately, the Council and its bureaucrats have chosen to virtue signal rather than contemplate transport decisions that benefit the majority of local residents. Shame on them for having speculated about such spurious changes that will make only worsen life in the Borough.

### **Objection Three**

This isn't necessary.

#### **Objection Four**

I am a pedestrian, cyclist and driver and regular cross the junctions. The problem with Harrington Road junction is that it is a wide road and drivers coming down Harrington Road drive too fast and regularly fail to observe the rules at the roundabout. It is less of a problem as a pedestrian. I personally as a cyclist like the roundabout at the Ashburn Place / Harrington Road junction. I think what you are proposing would make the junction more dangerous for cyclists.

There is a need for a traffic calming measure on Harrington Road to encourage safer driving. Perhaps bollards at the entrance and exit to the roundabout on Harrington Road, or speed cameras etc The proposal would make this junction much more dangerous for cyclists.

Your proposal for the Ashburn Place / Courtfield Road junction makes lots of sense and would make the junction safer for cars, cyclists and pedestrians. This would also address the issue that Courtfield Road/ Ashburn Place is used as a rat run by cars to avoid the lights at the junction of Gloucester Road and Harrington Road.

#### **Objection Five**

The mini-roundabout currently in place neither prohibits walking or cycling. The pedestrian islands facilitate pedestrians to cross half-way in a safe manner. Changing the flow of traffic and adding a zebra crossing will cause two outcomes, vehicles will be stationary while pedestrians cross with the potential of blocking the junction and thus increasing the traffic congestion (currently there is none).

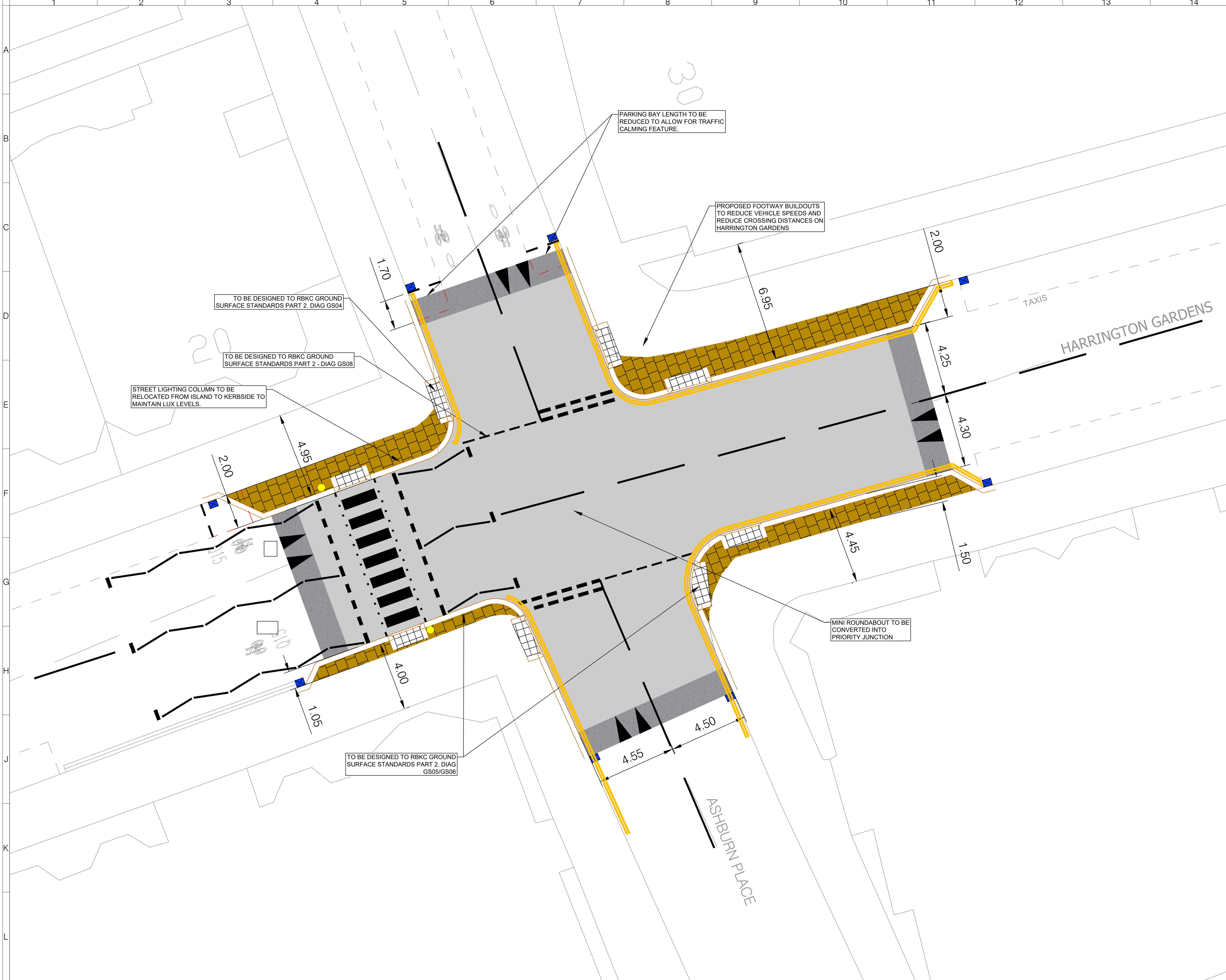
A stationary vehicle can produce up to twice as many exhaust emissions as an engine in motion. Aim to improve air quality is not achieved with this madcap scheme.










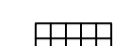
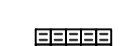





In the 18 years I have walked in the area, I have never waited more than a number of seconds for a couple of cars to pass before being able to safely cross the road. No one is going to leave their car to walk and/or cycle because of the removal of the mini-roundabouts. The added carbon emissions from stationary vehicles will not work towards a carbon neutral goal.

The only area where traffic flows are interrupted in the area are where Waitrose delivery vans and The Millennium Hotel delivery, waste disposal and laundry vehicles block Courtfield Road while cars back up into Gloucester Road, unable to drive past. This road needs to be widened at the Gloucester Road end and rules set for the delivery vehicles. Please stop wasting tax payers money with these ridiculous proposals.

**No Opinion One**

The main problem in my opinion is that cyclists do not respect ANY rule. They do not stop at traffic lights and they do not stop at conjunctions. I think there should be strict rules to cyclists as well. They are a danger. Many of them also have music in their ears and do not even look if a car is coming from the right. They just cycle without any care in the world. Why are they allowed to not respect basic rules?



- LEGEND:**
-  PROPOSED WHITE CARRIAGEWAY MARKING
  -  PROPOSED KERB
  -  PROPOSED FOOTWAY BUILDOUT
  -  PROPOSED SHARED FOOTWAY
  -  EXISTING BASEMENT LOCATIONS
  -  PROPOSED EXISTING FOOTWAY REMOVAL
  -  PROPOSED CARRIAGEWAY
  -  PROPOSED RAMP
  -  PROPOSED GRASS VERGE
  -  PROPOSED BLISTER TACTILE PAVING
  -  PROPOSED TACTILE CORDUROY PAVING
  -  PROPOSED MODAL FILTER POLE
  -  PROPOSED BELISHA BEACON
  -  PROPOSED SIGN ON POST
  -  EXISTING SERVICE COVER
  -  INDICATIVE GULLY LOCATIONS

- NOTES:**
1. Design based on OS mapping, therefore, unlikely to be accurate. Topographical survey to be undertaken prior to further detailed design.
  2. All dimensions in metres unless otherwise shown.
  3. The presence of basements in the vicinity of the study area may require alternate construction methods.


**DRAWING ISSUE DISCLAIMER**

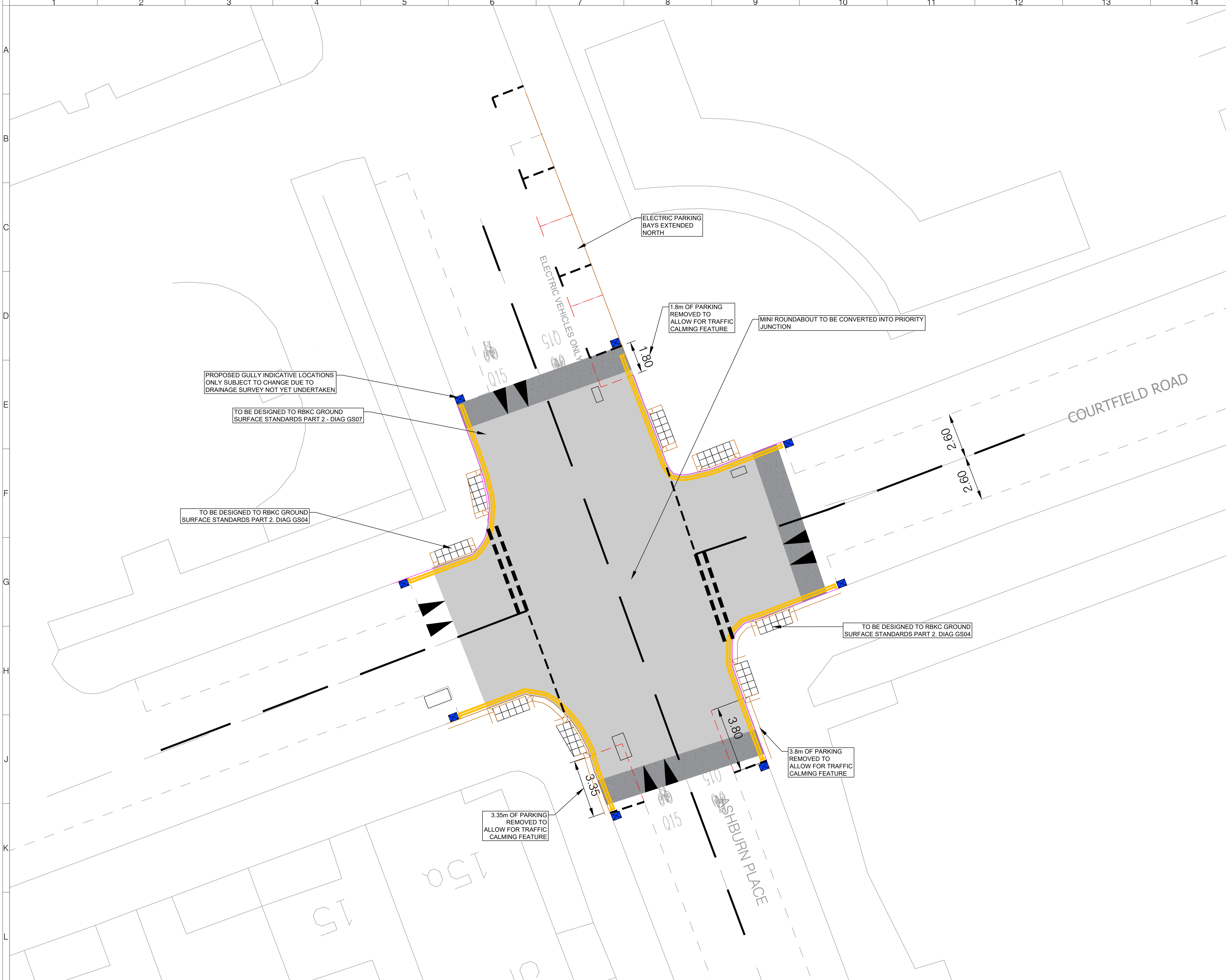
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**UNCONTROLLED DOCUMENT**

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.



<p>Client</p>  <p>The Royal Borough of KENSINGTON AND CHELSEA</p>	<p>Project</p> <p style="text-align: center;">QUIETWAY 15 UPGRADES PRELIMINARY DESIGN</p> <p style="text-align: center;"><b>DRAFT</b></p> <p style="text-align: center;">GENERAL ARRANGEMENT HARRINGTON GARDENS PAGE 03 OF 04</p>														
<p>Drawing Status</p> <p style="text-align: center;"><b>WORK IN PROGRESS</b></p>															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Drawn</th> <th>Designed</th> <th>Date</th> <th>Scale</th> <th>Size</th> </tr> <tr> <td>SN</td> <td>SN</td> <td>FEB 2023</td> <td>1:100</td> <td>A1</td> </tr> </table>	Drawn	Designed	Date	Scale	Size	SN	SN	FEB 2023	1:100	A1	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Drawing No.</th> <th>Rev</th> </tr> <tr> <td>1000008720-2-0100-03</td> <td>0</td> </tr> </table>	Drawing No.	Rev	1000008720-2-0100-03	0
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Client:

Project: **QUIETWAY 15 UPGRADES**

Drawing Title: **DRAFT**  
GENERAL ARRANGEMENT  
ASHBURN PLACE  
PAGE 04 OF 04

Drawing Status: **WORK IN PROGRESS**

Drawn	Designed	Date	Scale	Size
SN	SN	FEB 2023	1:100	A1

Drawing No. 1000008720-2-0100-04 Rev 0