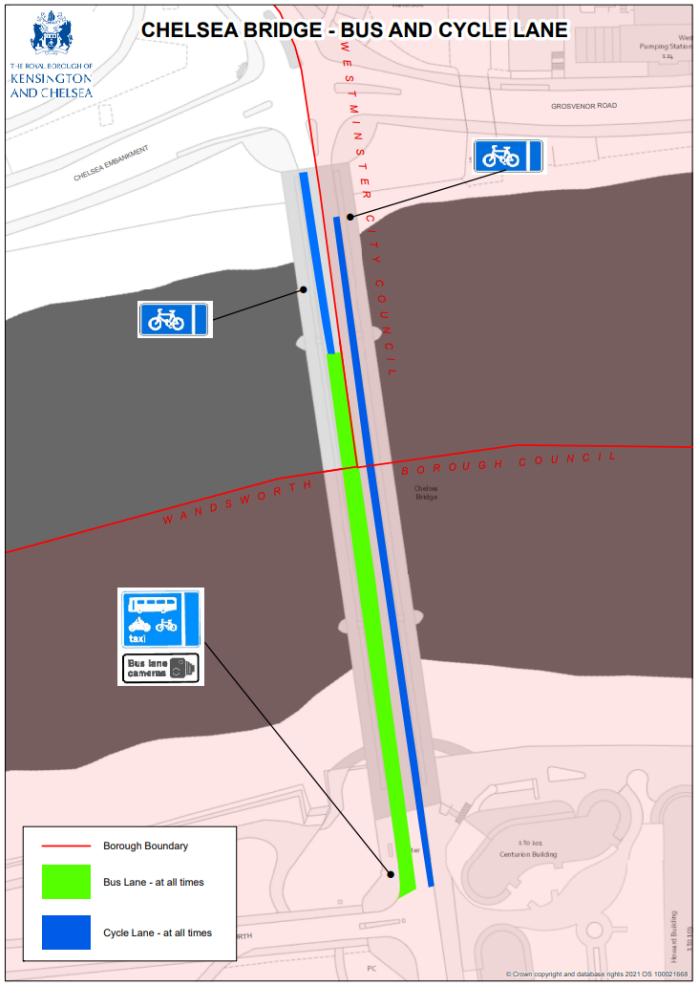


Traffic Management Order Proposed Changes

Proposal Reference Number	M0010
Ward	Royal Hospital
Street	Chelsea Bridge
Title of Proposal	Bus and Cycle Lane
Proposed new restriction	<p>Experimental Orders to:</p> <p>(a) provide an at any time northbound with-flow bus lane for the use of buses, solo motorcycles, pedal cycles, taxis and dial-a-ride buses in the northbound carriageway of Chelsea Bridge, extending between the boundary with the London Borough of Wandsworth (approximately the centre of the bridge) and 89 metres south of Chelsea Embankment.</p> <p>(b) amend the length of cycle lane in the northbound carriageway of Chelsea Bridge so that the mandatory with-flow cycle lane for the use of pedal cycles and electric scooters only is provided between 63.5 metres south of the southern kerb-line of Chelsea Embankment and 16 metres south of that kerb-line.</p>
Reason for change	The Orders are required to assist the flow of bus, solo motorcycle, pedal cycle, electric scooter, taxi and dial-ride-ride traffic over Chelsea Bridge, within the Royal Borough of Kensington and Chelsea.
Other comments	The Orders are being introduced on an experimental basis so that their effects can be monitored and varied where necessary. The Council will be considering in due course whether the provisions of the Orders should be continued indefinitely by means of Orders made under section 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
Map	

	 <p>CHELSEA BRIDGE - BUS AND CYCLE LANE</p> <p>THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA</p> <p>CHelsea EMBANKMENT</p> <p>GROSVENOR ROAD</p> <p>WESTMINSTER CITY COUNCIL</p> <p>WANDSWORTH BOROUGH COUNCIL</p> <p>Chelsea Station</p> <p>Centurion Building</p> <p>PC</p> <p>© Crown copyright and database rights 2021 OS 100021088</p> <p>Legend:</p> <ul style="list-style-type: none"> Borough Boundary Bus Lane - at all times Cycle Lane - at all times
Lead officer	Mark Chetwynd
Closing date for statutory consultation for proposal	21st September 2021 (extended to 10 December 2021 on the street notice)
Number of objections received	<p>Three objections and one email of support in respect of the experimental traffic order sent to RBKC, all prior to the scheme implementation in June 2021 ("Part 1").</p> <p>In addition, Transport for London's two consultations on the cycle route improvements between Chelsea Bridge and Wandsworth drew a total of twelve (seven against, four supportive, one neutral) comments prior to the scheme's implementation and six (five against, one supportive) after it, that referred to the northbound bus lane. ("Part 2") These are shown in Appendices A and B respectively.</p>

Part 1
Reasons for
objections
received by RBKC

The text of the correspondence received reads:

Objection 1

"Your proposal of the bus lane on bridge!!

There is going to be one lane for vehicles again will cause huge traffic again killing the city and more importantly your area sir and later due to this decision study will show pollution will be higher again. Is literally mad what is going on since last year around this city!! Is not only about your area Kensington, Fulham, Mayfair, central London etc etc I do not understand what is the point to do this.

I mean I understand what you want like pushing the public to use public transport but after this pandemic and hoax people will be preferred to use cars, taxis and private hire cars and haven't mentioned yet the private users. During this difficult time instead make it easier Londoner's life making harder and more difficult I don't understand why honestly. Unfortunately Londoners cannot stop this madness."

Objection 2

"This bus and cycle lane is a very bad idea. I vote against it as it will add the misery of majority of road users, drivers, and likely increase pollution. Scrap this plan."

Objection 3

"It's a good idea if the knock on affect would not happen, but the problem is that it will cause congestion, pollution, emissions all around the area, north and south of the river. If you want less PRIVATE VEHICLES, then ban them altogether otherwise leave it as it is, let traffic turn onto the bridge from the embankment as before and the traffic will be 10 times better. If it ain't broken then don't fix it."

Support 1

"You have my full support for the development of new cycle lanes, including the one over Chelsea Bridge, even though I am not a regular cyclist myself.

If we are to reach our carbon reduction targets (whether in 2030 for the borough or in 2050, UK-wide), we'll have to reduce carbon emissions due to transport.

The London cycle lane network is very poor, especially when comparing to (ok, smaller) cities such as Amsterdam or Copenhagen.

Providing a proper network of cycle lanes is the only way to encourage people to use bicycles while guaranteeing their safety.

I would ride them more often if I thought I was safe!

The Chelsea bridge section is very short, I hope this means there will be many more cycle lanes in the near future."

Part 1 Council's response to objections	<p>Objections received by RBKC in respect of the traffic order.</p> <p>The general theme of the objections was that the proposals would be problematic for private vehicles and taxis, presumably by adding to congestion. Prior to the scheme's introduction, the bridge had one southbound lane and one northbound lane, which grew to two lanes on the approach to the junction with Chelsea Embankment. Extending the bus lane north by 49 metres necessarily reduced the length of the two-lane section of road, but there are still two lanes on the approach for over 70 metres. The length of this approach section was determined with reference to pre-Covid traffic patterns, so as to ensure sufficient capacity at the junction.</p> <p>The Council's analysis of northbound traffic journey times on Chelsea Bridge in September 2019 and September 2021 (three months after the scheme began) found that the small (less than ten per cent) increase in journey times was similar to that observed in many other roads in the borough over this period, including Chelsea Bridge Road (northbound).</p> <p>One of the objections also referred to the banned left turn onto Chelsea Bridge. This was introduced as part of a different scheme and a different traffic order. It is therefore not part of this decision.</p>
Part 2 Council's response to objections	<p>Negative responses received by TfL in its consultations (see Appendices A and B).</p> <p>Prior to the scheme's introduction, the negative comments received related largely to concerns about increased congestion, the form of consultation, and more generally about the benefits of providing cycling infrastructure, particularly cycle lanes. The response to Part 1 above already addresses the congestion point. Consultation began before the introduction of the proposals in June 2021 and has continued long after it, and the Council has received no comments directly about the scheme since April 2021. As part of the Council's traffic order, the length of northbound cycle lane was reduced, to accommodate the longer bus lane. The southbound cycle lane was widened and supported with wand-separation but had no impact on traffic capacity.</p> <p>Following the scheme's introduction, the five negative comments relating to the bus lane on Chelsea Bridge focussed primarily on the reduction in northbound traffic</p>

	<p>capacity resulting from the 49 metre extension of the bus lane, and the congestion this was felt to have created. Again, this is covered in the Council's response to Part 1.</p> <p>One comment also felt that the bus lane had not benefited bus journey times because buses would be limited by the speed of any cyclist ahead of them. TfL's monitoring has shown a slight improvement in bus journey times on the bridge.</p> <p>There is no reason for parking or servicing activity to take place on the bridge, and no reason why taxi passengers, including those with disabilities, would need to stop in the bus lane.</p>
Decision	<p>Officers recommend that The Kensington and Chelsea (Bus Priority) (No. 1) Experimental Traffic Order 2021 and The Kensington and Chelsea (Cycle Lanes) (No. 1) Experimental Traffic Order 2021, which:</p> <ul style="list-style-type: none"> • provide an at any time northbound with-flow bus lane for the use of buses, solo motorcycles, pedal cycles, taxis and dial-a-ride buses in the northbound carriageway of Chelsea Bridge, extending between the boundary with the London Borough of Wandsworth (approximately the centre of the bridge) and 89 metres south of Chelsea Embankment • amend the length of cycle lane in the northbound carriageway of Chelsea Bridge so that the mandatory with-flow cycle lane for the use of pedal cycles and electric scooters only is provided between 63.5 metres south of the southern kerb-line of Chelsea Embankment and 16 metres south of that kerb-line <p>are made permanent.</p>
Date of decision	14 July 2022

Appendix A – Comments received from TfL’s engagement exercise prior to the scheme’s introduction in June 2021 (*indicates an RBKC postcode provided)

No	Comments
1*	<p>The changes may have a negative effect on traffic congestion and air quality</p> <p>I am also concerned that there was no proper consultation period and that these temporary measures will in time become permanent and I believe they are not required.</p> <p>I think you should re channel funding to where it is actually needed. Schemes like this always adversely affect the driver, and do not in the long run improve the flow of traffic around the city, have an adverse effect on air pollution and for the large part, especially in winter are under used by cyclists. A waste of money for something that is only used on the occasional dry day in Britain</p>
2*	<p>I am concerned that there has been no consultation on the changes</p> <p>If there was a charge for licensed bicycles to pay for the full changes, and a means of prosecuting Road Traffic Act offences by cyclists then perhaps there would be more sympathy from the tax paying public for the changes being sought. The Embankment and the bridges are vital thoroughfares for existing users, and that must be taken into account. The Covid pandemic should not be an excuse to ram through ideas without due process. The example of financial waste was evident in the scheme on Kensington High Street late in the Autumn of 2020. Do not make the same mistake please.</p> <p>More publicity about the proposed changes and consult with the users. Obvious.</p>
3	<p>Having just received notice of your approach to increase cycle lanes and supposed Cycle super highway, I would like to draw your attention to the following objections.</p> <p>1. During these winter months, there are very few cyclists. In fact the cycle lanes already in existence are more or less redundant.</p> <p>2. Perhaps it hasn’t occurred to you that the Government is encouraging people to stay at home and work from home.</p> <p>3. At this time of the year with freezing temperatures as well as during pandemic conditions, private transport should be encouraged, as well as the use of taxis and Uber. Again, the Government has actively discouraged the use of public transport.</p> <p>3. We already have too many empty buses taking up unnecessary space.</p> <p>4. The Chelsea Bridge is a main thoroughfare. Already the cycle lanes and the bus lanes take up most of the road space. There are already adequate pavements for pedestrians. Your plans don’t even allow for vehicles of all descriptions smooth passage. There are massive holdups with trucks and delivery vehicles. All of which will always be using the bridge to access south of the river and the Nine Elms developments. Thousands of people require access all the time.</p> <p>What is it with ETRO? How can you possibly state that you can legally make sweeping changes to an already inadequate road system during a pandemic. In my view you are taking</p>

	<p>advantage of a time when most people are just trying to survive. They are not commuting and they are not looking for yet another reduction in their roads.</p> <p>I think its outrageous that you are using public funds under the guise of helping London's communities to cope with the virus. Your statements are truly misguided... this is not emergency action, its a scheme to use funds when they could be more productively applied.</p> <p>In case you haven't seen it, The `Royal Borough of Kensington & Chelsea have already been asked to remove the more than imperfect cycle lanes on Kensington High Street. They caused complete chaos.</p> <p>As for the 20MPH road signs springing up literally everywhere, side streets and narrow lanes included, I would suggest you adopt a more informed map.</p> <p>I suggest you provide the public the opportunity to comment before you make these alterations to our already compromised road systems.</p>
4*	<p>the scheme is unlawful as proved by the recent court case and disingenuous to suggest it is temporary. this is the first step to keeping it.</p> <p>congestion is very bad since the schemes were introduced as is pollution.</p> <p>Disabled people cannot get around and taxis take longer with detours.</p> <p>DON'T DO IT IT IS UNNECESSARY</p>
5*	<p>I am concerned that there has been no consultation on the changes</p> <p>The scheme is OUT OF CONTROL</p> <p>The scheme is CO-OPTING COVID FEAR - VERY MORALLY WRONG!</p> <p>The changes will have a negative effect on traffic congestion and air quality</p> <p>The changes will disrupt the emergency services, taxis, freight or other essential road users</p> <p>The changes will make it more difficult for everyone to get around</p> <p>The changes will make parking or loading, including for disabled people,</p> <p>The changes will be disruptive to businesses - loading/deliveries t</p> <p>The changes will be disruptive to businesses – The changes will make access to customers more difficult</p> <p>Many journeys simply cannot be made by bike or on foot</p> <p>Cyclists hit pedestrians</p> <p>Cyclist do not USE the cycle lanes.</p>

	Cycle lanes are often EMPTY!
6	Problem is that all cyclists do not use designated routes because fast cyclists are impatient with slower ones and not sufficient room to overtake. Sometimes iof a problem cyclists divert round such cyclist by going on and off pavement
7	Please be aware that the London Borough of Kensington and Chelsea has already removed cycle lanes due to a loud and misinformed minority. So education and communication of the rationale for these changes should be your priority to achieve the aims and avoid cost for no value that LBKC have achieved.
8	The Chelsea Bridge changes would be greatly improved by three measures 1 - consideration of the use of the footway on the northbound side to be split into 2 to allow for a segregated cycle lane, or even shared space as even with the changes proposed there is no physical protection from buses or errant drivers of general vehicles. this will continue to put off many cyclists for whom safety and perception of safety is a major risk 2 - enforcement of the 20mph limit; in my experience of driving at this speed i am frequently overtaken - add speed camera in both directions
9	I support the measures
10	I support the measures
11	These changes are welcomed and long overdue. Chelsea bridge is not at all safe to cycle on and I have nearly been knocked off many times. Glad to see some planned changes though, and the quicker work can start the better.
12	I support the measures

Appendix B Comments received in TfL's engagement exercise after the scheme's introduction in June 2021 (*indicates an RBKC postcode provided)
NB only comments relating to Chelsea Bridge part of the scheme included here

No	Comments
1	The buses on Chelsea Bridge Road only travel as fast as the slowest huff'n'puff in the bus lane in rush hour.
2	Congestion at Chelsea Bridge due to the scheme (fewer lanes and shorter vehicle signals at intersections let alone the 20mph speed limit sees drivers slowly accelerate when the signal changes green) has increased congestion significantly delaying deliveries and other arrivals north of the river. Multiple private and public works projects (on the road or along side for utiltiies) has compounded the delays. The resulting increasing in pollution is noticeable ... Add in all the delayed coaches from Victoria Coach Station ,,

	<p>The entire traffic pattern should be looked at around the Chelsea Bridge area due to multiple construction sites, planned road works, new speed limits, coach out/inflow from Victoria Coach Station.</p>
3	<p>Comments on Changes to Chelsea Bridge:</p> <ol style="list-style-type: none"> 1. The extension of the lines which prohibit any parking on Chelsea Bridge is great! The regular nightmare of the late night boy racers on fast motor cycles and fire spitting Ferraris has already improved....(but not yet disappeared!)...an immediate positive effect on a long complained about but unaddressed problem. 2. The extension of the bus lane further north on Chelsea Bridge has had an immediate negative impact. It means that traffic heading north over Chelsea Bridge is now forced into one lane whereas previously traffic could become 2 lanes half way over the bridge. Unfortunately, traffic turning right from Chelsea Bridge onto the Embankment now blocks the flow over the bridge with no option to 'bypass' it to head north on Chelsea Bridge Road. This now causes traffic to back up all along the northbound carriage of Queenstown Road. The Southbound carriage of Queenstown Road from Chelsea Bridge to the 'Prince of Wales Drive' roundabout had already become heavily static in busy periods, so sadly I now live with both lanes of often static idling cars and the fumes have noticeably increased. I often find I cannot open my windows due to fumes and the noise. <p>Comments on Queenstown Road Between Chelsea Bridge and Prince of Wales Drive roundabout:</p> <ol style="list-style-type: none"> 1. I support improving cycle lanes, but there does need to be a balance. The impact of the poor timing and sequencing of the traffic lights at the Prince of Wales Drive/Queenstown Road roundabout, (which you can obviously see if you use it), now exacerbated by the Chelsea Bridge bus lane extension north, has markedly worsened the already bad traffic congestion along Queenstown Road, with fumes and noise both materially also worsened as a consequence. Turning left or right out of my home in Chelsea Bridge Wharf is now a nightmare, as is walking along Queenstown Road. 2. If you can improve coordination of the timing of traffic lights at the roundabout and reverse the bus lane extension over Chelsea Bridge, I believe traffic congestion/flow on Queenstown Road will improve, as will the environment for residents like me who live and walk there!
4	<p>The segregated cycle lanes have made the flow of traffic really difficult and the road space have reduced massively. Also the narrower car lanes are causing traffic congestions as there is no space when road user try to turn. Also the bus lanes are almost useless as busses cannot pass through as the lanes are now much narrower</p> <p>Please evaluate carefully where to implement segregated cycle lanes. For example the extension of the bus lane on Chelsea Bridge adds absolutely no value and increases congestion. Prior to that traffic was much better and there were no congestions on the bridge</p>
5	<p>I am a pensioner and live locally at Chelsea Bridge Wharf. Having observed the changes in action every day for a number of months, I can confirm the following impacts:</p> <ol style="list-style-type: none"> 1. Extending the west bus lane further north on Chelsea Bridge, continues to reduce the 'two lane' car holding capacity on the bridge (Queenstown Road) for traffic heading north, or turning east or west at the junction with the A3212 (Chelsea Embankment/Grosvenor Rd). This has increased congestion over Chelsea Bridge and backing up along Queenstown Road significantly. I use my car in a very limited way and walk as much as possible, but when I do

	<p>use my car I really need to use it (getting to hospital etc) but the increased congestion on Chelsea Bridge and the adjacent section of Queenstown Road has become so much worse. Also the increased congestion is causing a marked increase in traffic fumes and pollution. This extension of the bus lane by about 50m on the bridge may or may not have improved bus timetable times a little, but for residents like me, the impacts are wholly negative.</p>
6	<p>Chelsea Bridge southbound - wands have improved cycle safety and also have stopped motorists at the North of the embankment intersection, moving up into the left turn lane to avoid the wait to cross, then crossing and squeezing back into the bridge lane. This has made the traffic flow fairer and has reduced the level of driver aggression at the intersection. Before when my primary school aged daughter was with me, I would make her cycle on the footpath, rather than the bridge, now I let cross using the cycle lane.</p> <p>Chelsea Bridge northbound - I cycle through here in rush hour on week days and find it very dangerous. The change is a slight improvement, but it is not enough. Changing the bus lane to be nearly the full length of the bridge has stopped cars from cutting over when cyclist are there. This was also a very difficult area to avoid being in blind spots of vehicles (truck in particular), turning left onto the embankment. Now it is easier to filter through cars and trucks when stationary to reach the visible and safe space if the bike box at the intersection</p>