

Traffic Management Order Proposed Changes

Proposal Reference Number	M0009
Ward	Abingdon
Street	Lexham Mews
Title of Proposal	Lexham Mews One-Way
Proposed new restriction	Experimental Order to provide a one-way system throughout Lexham Mews, requiring all vehicles except for pedal cycles to proceed in the direction leading from Lexham Gardens to Radley Mews (this involves providing a no entry into Lexham Mews at its junction with Radley Mews for all vehicles except pedal cycles and banning the right turn from Radley Mews (north to south arm) into Lexham Mews for all vehicles except pedal cycles).
Reason for change	The Experimental Order was required to improve the amenities of the local area removing unnecessary through-traffic, to be achieved by providing a one-way system throughout Lexham Mews, with an associated no entry restriction and banned right turn into Lexham Mews.
Other comments	The Order was introduced on an experimental basis so that its effects can be monitored and varied where necessary. The Council is now considering whether the provisions of the Order should be continued indefinitely by means of an Orders made under section 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
Map	<p style="text-align: center;">LEXHAM MEWS - EXPERIMENTAL PROVISION OF ONE-WAY SYSTEM</p> <p>Legend:</p> <ul style="list-style-type: none"> → Direction of One-way traffic → Alternative routes → Existing One-way restrictions <p>© Crown copyright and database rights 2021 OS 100021668</p>

Lead officer	Ian Davies ian.davies@rbkc.gov.uk 07929 823070
Closing date for statutory consultation for proposal	The one-way came into operation on 4 th December 2020. Comments received until 24 th January 2022 have been included in this report.
Number of objections received	3 objections, 3 emails of support and 4 comments
Reasons for objections	<p>The text of the correspondence received during the consultation reads:</p> <p><u>Objection 1</u></p> <p>"I am a resident of Stratford Road W8 and am situated about 50 yards or so from Marloes Road. I am writing to express my profound concerns at the plan under consideration seeking to make Lexham Mews No Entry as indicated in the drawing provided. Bluntly speaking I would find this scheme to be objectionable. Whilst I fully understand the extreme frustration experienced by residents of Lexham Mews, the traffic problem in this whole area, to include Stratford Road, Lexham Gardens, Marloes Road, etc, is also extremely acute as all these residential roads are extensively used as rat run. The problems which you described in Lexham Mews are also replicated in Stratford Road, ie traffic grid locked, horns honking, car idling noisily, etc, with result that at times the smell of petrol fumes is quite strong. Traffic on Stratford road (which in itself is not that wide) usually making its way Eastwards towards Marloes road invariably blocks cars from travelling in the opposite direction resulting in Stratford Road being totally grid locked and at a stand still in both directions! I have a car, which I use very sparingly, and for a number of years now always park my car quite far from my property because of this gridlock. I am extremely concerned that the implementation of this proposal would merely redirect all traffic at the bottom of Allen Street either left or right into Stratford Road and merely add to the already intolerably high volume of traffic in adjacent roads. Personally, I would like Stratford road to be made one way westbound from Marloes Road and I am sure that most, if not all, of my neighbours would wholly support such a move. As an analogy, it is my opinion that this plan would effectively be like closing off one lane of an extremely busy 3-lane motorway and expecting traffic to flow more freely! This proposal would merely worsen the traffic congestion problems for other residents in the area.</p>

Rather than thinking about one particular set of residents, namely those located in Lexham Mews, one should try to resolve the problem of this rat run for a large majority of all the residents living in this area and afflicted by this problem. In my opinion, this issue can only be approached in a manner which constitutes a sea change in the flow of traffic for this whole area ie deterring motorists from using these roads as a rat run in the first place. This would be the only effective way of tackling this problem rather than tinkering around at the edges as proposed. Let me re-iterate again that I very much regret being opposed to this proposal but I truly believe that the direct impact of implementing this proposal would merely result in redirecting the diverted traffic into other already extremely congested roads in the locality to include Stratford Road.”

Follow-up email

“As a resident of Stratford Road, I wish to register my continued objection to the provisional / experimental one-way scheme, RBKC/TMO/Lexham Mews ETO, introduced in Lexham Mews W8 last year (25-Nov-20). I note that the consultation period for this proposal ends on 25-May-21. Please refer to my original objection comments as per email dated 17-Feb-20 [above] that contained the reasons for opposing this proposal that benefits only a few households to the detriment of a considerable number of others. My salient objection to this scheme was that it would merely result in redirecting the diverted traffic into other already extremely congested roads in the locality to include Stratford Road. The Lexham Mews one-way scheme should be terminated and a new approach should be entertained, namely one that examines reducing the overall number of motorists using this part of the Abingdon Ward as a rat run as well as to reduce the high levels of car emissions pollution thus benefiting a vast swathe of the households in this area rather than just a few.”

Objection 2

“I wish to object to the experimental order converting Lexham Mews to a one way street. I have lived at [redacted] Lexham Gardens (right across the Mews) for 21 years and I do drive every day. It will be a huge and totally unnecessary inconvenience, not to be able to drive in both directions in the Mews, forcing us on the busy and congested Earl's Court road or Alen Street. Feel free to impose a 5mph speed restriction; feel free to install some much needed wide angle mirrors, so drivers can see round the one difficult corner. But please do not stop the two way traffic. Lexham Mews is rare in actually having pavements alongside most of the road, for its pedestrians. It is totally unnecessary to convert it to a one way street. I also note that the balance of "votes" in favour of this

particular order, was so very marginal, that it clearly cannot be said to reflect a convincing majority. The views were basically fairly evenly split. Please leave Lexham Mews "as is". Making Lexham Mews a permanent one way street, is certain to increase congestion in the already very congested surrounding streets; and you should fully anticipate that it will be as big a failure in local traffic management, as the cycle lane bollards on the High Street - which thankfully were removed, having caused totally unnecessary havoc, congestion and increased risk to life. We did go through a very brief period last year of extreme congestion on Lexham Mews, due to other road closures in the area, but that was very brief and clearly a one off. It has been back to normal and quiet ever since."

Objection 3

"I am deeply dismayed to see gridlock on Scarsdale Villas where I live and surrounding streets. The one way system in Lexham mews is going to make this even worse. I took some photos of a now typical weekday evening, see attached. I walk with my newborn daily from 4-5pm and I cannot express how awful traffic is in the area, made significantly worse by Kensington high street congestion with the cycling lanes. My baby is getting a high dose of fumes every time we go for a walk. It is frankly unacceptable. Our children are suffering in a bid to get people on bicycles. I walk to my kids schools and nursery and it has become a traffic misery. We need to rethink our priorities in the borough. Surely standstill traffic now even on side streets is a significantly worse outcome than the previous situation. The one way system at Lexham mews will benefit a handful of people living there who bought knowing full well that the mews was two way and will be to the detriment of all the surrounding streets. Please kindly respond to my concerns."

Support 1

"Anything which fluidifies and reduces the traffic of vehicles and their resulting carbon and particulates emissions is welcome."

Support 2

"Thank you for all your work on this and for adding the illuminated sign. As we speak, cars are still driving down what is now the "wrong " way . I guess they are so programmed they have not noticed the signs. I wonder whether some additional temporary signs to highlight the changed situation might be needed?"

Follow-up email

"There does not seem to be any reduction in traffic ignoring the one way system. This morning within half an hour there have been a dozen or more vehicles ignoring the sign, including black cabs and an RBKC refuse vehicle! I suspect it is not sat nav causing this, it is just force of habit and people not noticing the signs. We do need some extra temporary signs to let them know things have changed. Also, some enforcement measures."

Follow-up email

"There are still many people ignoring the one way system and entering from Stratford Road. I suspect by now most of these are doing it through bloody mindedness rather than not seeing the signs. I know several of us in the Mews have been waving down cars and vans to politely point out that it is a one way street. The responses are sometimes quite belligerent. We need some enforcement otherwise there is no point. Is this a police or community police matter? Could a camera be installed?"

Support 3

"It's now live - The signage was uncovered today - Thanks very much to everyone at the council who helped get this done. It's much appreciated by us all.."

Comment 1

"May we add our thanks as well. I agree with [redacted] that cars are still coming down; however when we went out we noticed at the junction of Stratford Road and Earl's Court Road there were many more cars than usual, which is a hopeful sign!"

Comment 2

"I waved a driver down yesterday and told him that it was a one way street: he jumped out of his car and threatened me. He was a nasty piece of work, but I think his belligerence was slightly tempered when he realised I was a bigger proposition than I looked. The effect of the TMO has been to drastically reduce the traffic in the mews (good!). However, and possibly because of all the local roadworks at the moment, sitting at my desk overlooking the street, I have noticed in the last couple of days that probably 40%+ of the traffic has been travelling in the wrong direction!"

Comment 3

"I spoke to the RBKC Planning Department today who suggested we register our objection to possible Tree Planting as part of the new "One Way" system approved for Lexham

	<p>Mews. We own [redacted] Lexham Mews which is at [redacted]. We are pleased that Lexham Mews is to become "One Way" and support the placing of the Street Furniture required including Bollards, but we are anxious about possible additional tree planting as this will restrict our light. Could you acknowledge receipt of this message and maybe forward it to the correct contact so we can register our objection to any tree planting?"</p> <p><u>Comment 4</u></p> <p>"Hope all is well with you. Just following on from the changes [...] in Lexham and Radley Mews. It seems the one way works well in Lexham Mews. There is one consequence which you may not be aware of. The road markings on Allen St as you come in to the Mews mean that vehicles often don't think they can exit that way because of the huge arrow. As a result, most vehicles coming east up Lexham Mews don't exit via Allen Street as they should, but continue down Radley Mews and round the dangerous triple bend. Equally I have had taxi drivers who refuse to exit up Allen St from Radley Mews when they see the arrow. They pick up going west down Radley Mews and then reverse almost 200m round the triple bend and out backwards onto Stratford Road. I know many of my neighbours have found the same. I attach photos from both Lexham and Radley Mews looking at the Allen St turn. You will see the huge arrow does imply that that bit of road is one way? Would it be possible to change this so it's obvious that that is the correct way out of the mews? Many thanks for your attention."</p>
<p>Council's response to objections</p>	<p>Traffic will re-route onto surrounding streets causing them to be more congested</p> <p>The Council carried out traffic surveys prior to proposing the one-way ETO and the usual westbound traffic flow fluctuated between about 100 vehicles and 400 vehicles, with an average of 240 vehicles every 12 hours. This equates to about 20 vehicles an hour or one vehicle every three minutes. Re-routing that volume of traffic is therefore unlikely to be noticeable on the surrounding network.</p> <p>The 'problems' with rat running on Lexham Mews generally occur when there is congestion on the surrounding network, to the extent that the 12 hour flow on Lexham Mews was recorded as increasing to over 1400 vehicles, the majority of which were heading south-westbound. Those vehicles are trying to bypass existing congestion and are unlikely to encounter free-flowing traffic on the surrounding network, so there is also unlikely to be any noticeable difference to the</p>

surrounding roads, by preventing them from cutting through Lexham Mews.

Whilst we did not carry out any 'before' and 'after' surveys on the surrounding road network, it is fair to say that the fear of the one-way scheme causing more congestion in the area did not materialise. Officers are not aware of any complaints regarding local congestion being directly attributed to the scheme since its implementation.

Address rat running for the surrounding area, not solely Lexham Mews

The road network around Lexham Mews is relatively complex, with a large number of potential routes for drivers trying to bypass West Cromwell Road or the A3220 Earls Court Road. A review of the wider road network in this area would be a substantial resource-heavy, costly and currently unfunded exercise. Furthermore, the Council has not received any indication that an area-wide scheme would be well-supported.

Inconvenient to re-route around Lexham Mews when travelling southwest bound

During periods of 'normal' traffic the journey time from Marloes Road to Lexham Gardens will take around one minute to drive whether travelling via Lexham Mews or remaining on Marloes Road and turning directly into Lexham Gardens. When the surrounding network is heavily congested, it is likely that the potential time saving from using Lexham Mews westbound, will be relatively insignificant compared to the overall journey time, for all but the very shortest of journeys.

Response to comments 1 & 2

Comments 1 and 2 have been noted, and since they were received a planter has been installed at the north-eastern end of Lexham Mews, with an additional 'No Entry Except Cycles' sign. We have not received any further comments relating to drivers contravening the 'one-way except cycles' order since the installation of the planter.

Response to comment 3

Following a site meeting the resident who submitted comment 3, the Council agreed to provide low level planting, rather than a tree, in the proposed planter. No further comment has been received following the installation of the planter.

	<p>Response to comment 4</p> <p>Comment 4 was noted and the Council have not received any further complaints regarding the road markings. If the issue is raised subsequently the road markings on Radley Mews can be revised with no consequence to the permanent one-way order.</p>
Decision	<p>Officers recommend that The Kensington and Chelsea (Prescribed Routes) (No. 13) Experimental Traffic Order 2020, which provided a one-way system throughout Lexham Mews, requiring all vehicles except for pedal cycles to proceed in the direction leading from Lexham Gardens to Radley Mews, should be made permanent.</p>
Date of decision	<p>29 March 2022</p>