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Title	Old Brompton Road Parallel Crossing
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Summary	This paper summarises recent non-statutory consultation responses to the proposed introduction of a new parallel crossing on Old Brompton 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 Imperial Wharf 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, a number of interventions were suggested to improve Quietway 15 to bring the route up to 'Cycleway' standard. One of these improvements was to improve the crossing facility from Kempsford Gardens to Brompton Cemetery including:
- introduction of a parallel crossing at the southern end of Kempsford Gardens, crossing Old Brompton Road and connecting to Brompton Cemetery, with a new large new pedestrian island at the southern end of Kempsford Gardens to facilitate the pedestrian crossing.
 - Introduction of a compulsory 'Left Turn Only' at the southern end of Kempsford Gardens - this means that vehicles leaving Kempsford Gardens would not be able to turn right.
 - Some removal or relocation of residents' and pay-by-phone parking bays.
 - Some changes to existing footway alignments to ease turning movements.

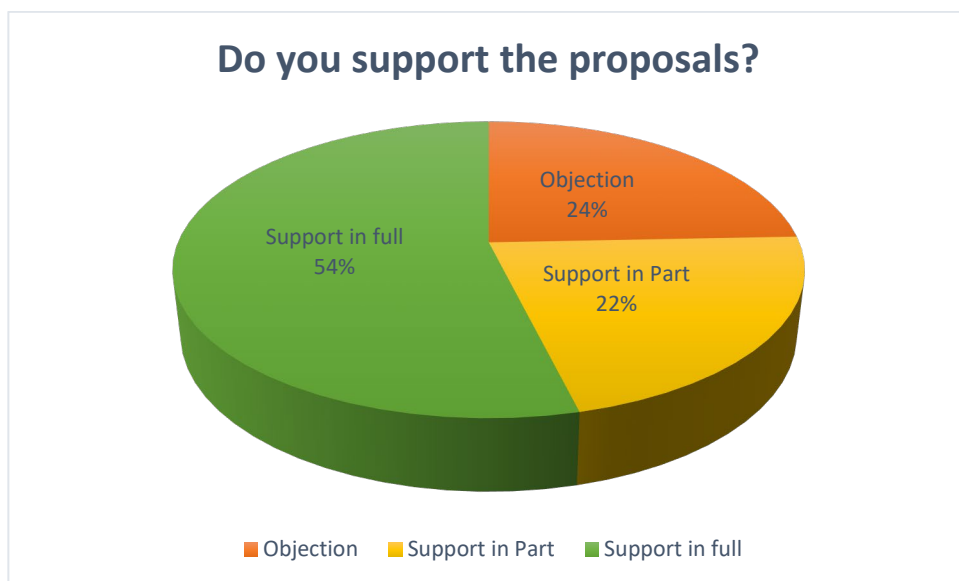
The proposed designs are included as Appendix B.

- 1.3 Officers had additionally received requests for a pedestrian crossing facility at this location from ward councillors.

2 Consultation Responses

- 2.1 From 13 March to 23 April 2023, the Council undertook consultation on introducing a new parallel crossing across Old Brompton Road, from Kempsford Gardens to Brompton Cemetery. A total of 2,227 households near the proposals received letters sign-posting them to the consultation and the consultation was available on the Council’s online consultation hub. Local ward councillors, residents’ associations and community groups were made aware of the consultations by email.
- 2.2 In total, 79 responses were received. Figure 1 summarises the responses received. Forty-Two responses supported the proposals in full, 17 supported in part, and 19 responses objected to the proposals. However, three of the 19 objections may be from the same individual as the same non-existent email address was used across all three responses.
- 2.3 Kempsford Gardens Residents Association (support in full), Better Streets for Kensington & Chelsea (support in full) and Cllr Wade from Earl’s Court ward (Support in part) responded to the consultation. The Royal Parks – who manage Brompton Cemetery - responded to say they had no objection to the scheme. 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
Compulsory left turn onto Old Brompton Road	25
Scheme is unnecessary or a waste of money	13
Displacement of Traffic	13
Loss of parking	12

Anti-social behaviour by cyclists	9
Crossing will be unsafe	9
Crossing will be an eye-sore/messy/confusing	5
Will encourage more cyclists	3
Propose the crossing elsewhere	2
Other (see 3.34)	8

3.2 Officer responses to the issues raised are detailed below:

Compulsory left turn onto Old Brompton Road / Displacement of Traffic

3.3 Some respondents were concerned at the proposal to remove the right turn out of Kempsford Gardens, although five of the 25 responses believed it was the left-turn being banned, which is not the case. Respondents felt that banning the right turn would in turn lead to displacement of traffic onto other roads including Finborough Road, Earl's Court Road, Warwick Road, Earl's Court Square, West Cromwell Road, Fulham Road, King's Road or North End Road. They felt that this displacement would lead to unnecessary congestion and emissions. One respondent felt that the banned turn would make exiting from Kempsford Gardens more difficult and would block free and rapid access by emergency vehicles.

Officer Response

3.4 The right turn prohibition has been proposed as it is required to enable the introduction of the Parallel Zebra Crossing. There is insufficient space to retain this movement with the new crossing, as vehicles turning out would be within the controlled area of the crossing as soon as they exit the junction; leaving little to no time to avoid collision with a crossing pedestrian. The Traffic Signs and General Directions requires there should be sufficient distance between the crossing and the priority marking for at least one waiting vehicle and this could not be achieved at this location.

3.5 The Council proposes restrictions only where there is a clear benefit by doing so, since a degree of displacement is almost inevitable when a restriction is introduced. The impact of this displacement will depend on the number of vehicles involved and the nature of the streets affected. In this case, the existing traffic restrictions at Kempsford Gardens make it very unlikely that removing the right turn would result in significant displacement. At present, any vehicle turning right from Kempsford Gardens to Old Brompton Road must first have entered Kempsford Gardens by turning left from Warwick Road. It follows that any vehicle making this movement would do so in order to access a location in Kempsford Gardens itself. With the exception of a vehicle in the loading bay outside the Tesco store, any vehicle travelling between the Warwick Road/Old Brompton Road junction and locations to the west of Kempsford Gardens, would already simply use Old Brompton Road rather than Warwick Road and Kempsford Gardens.

- 3.6 However, statutory consultation must be undertaken before the banned right turn can be introduced, providing a second opportunity for residents to object to the changes.

Scheme is unnecessary or a waste of money

- 3.7 Some respondents believed the proposals to be unnecessary and/or a waste of money, either because no problem in the area was believed to be evident, or because the solution was over-engineered and cheaper or alternative options could be used.

Officer Response

- 3.8 Kempsford Gardens, Old Brompton Road and Brompton Cemetery form part of Quietway 15 – a cycle route from Belgravia to Brompton Cemetery. In 2019, new standards¹ for cycle route design were introduced by TfL. The existing provision for cyclists to cross from Kempsford Gardens to Brompton Cemetery on this cycle route – via a small cut through in the central reservation separating the service road outside the Cemetery from Old Brompton Road – is now considered sub-standard, relying on cyclists to wait for gaps in busy traffic before crossing. As part of a route audit to identify upgrades required to Quietway 15 in order to upgrade them to ‘Cycleway’ standard, provision of a parallel crossing was advised at this location – to provide a dedicated facility to benefit both cyclists and pedestrians. As noted above, ward councillors have also requested a pedestrian crossing here to assist people accessing Brompton Cemetery.
- 3.9 Respondents’ suggestions of a pedestrian only crossing (which could be placed further east or west on Old Brompton Road and negate the need for the proposed banned turn) would not meet the requirements of the proposals, to provide a safe crossing for cyclists, and would cost considerably more. Officers considered whether provision of a parallel crossing could similarly be introduced to the west or east of Kempsford Gardens, utilising wider ‘shared use’ footways to facilitate cyclists, but widening the pavements along Brompton Road is not possible without losing carriageway lane capacity.
- 3.10 One respondent suggested some paint and two pedestrian yield crossing posts should be used instead. Officers are unclear to what pedestrian yield crossing posts refer, but if the respondent means pedestrian islands, these do not provide the level of service a parallel crossing does, which, similar to a zebra crossing, requires vehicles to give way to pedestrians and cyclists waiting to cross.
- 3.11 Another respondent suggested using a different road surface (raised table), such as at the side road of the Kensington High Street and Wrights Lane junction. Raised tables aim to slow vehicles and can imply to drivers that pedestrians are likely to be crossing, but they do not provide the level of service

¹ <https://content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf> *New cycle route Quality Criteria*, Transport for London, May 2019

of a full pedestrian crossing and are unlikely to be suitable to span a main road such as Old Brompton Road, particularly where buses are present.

- 3.12 One respondent said the crossing was unnecessary as there was already a crossing ten metres down the road. This is not the case. The nearest crossing to the west of Kempsford Gardens is 130 metres away, and to the east, 125 metres. These crossings are not able to be used by cyclists and if they were, would be a substantial diversion on a busy road for both cyclists using Q15, and pedestrians to access Brompton Cemetery.
- 3.13 The crossing would be funded by Transport for London's Cycleways programme which is allocated specifically to schemes like this that enable more cycling trips. It is additional to funding available to the Council for other types of improvement schemes.
- 3.14 The number and nature of supportive comments received suggests that a crossing at this location would be well received and utilised, with many people saying they find it difficult to cross Old Brompton Road.

Loss of parking

- 3.15 Twelve respondents were concerned at the proposed loss of parking to facilitate the crossing, citing extreme pressure on parking on Kempsford Gardens and that some spaces have already been removed in the last year for cycle hangars to be installed. One respondent said they sometimes had to park their car over a mile away.

Officer Response

- 3.16 Overall, it is expected that the proposals will result in a loss of five residents' parking spaces – two at the southern end of Kempsford Gardens, and three within the service road outside of Brompton Cemetery.
- 3.17 In the most recent occupancy survey (November 2022), all five bays were occupied in the weekday overnight (100 per cent occupied). However, parking bays along most of the rest of Kempsford Gardens showed occupancy levels of between 70 – 79 per cent in the weekday overnight survey, suggesting that of the 42 bays available, there was typically capacity of nine empty bays close to the affected bays.
- 3.18 In January 2023, the Council installed a cycle hangar following requests from residents for secure cycle parking. The hangar utilises three metres of former residents parking bay, potentially reducing spare capacity to eight bays (still around 20 per cent of the supply).
- 3.19 The Council must often balance the competing needs of residents for parking space and initiatives that facilitate other modes of travel, such as walking and cycling. In view of the support received, the location forming part of the only Quietway in the local area, the lack of similar crossing facilities nearby and occupancy surveys suggesting there is capacity nearby, on balance, officers believe the proposed crossing justifies the loss of parking involved.

Anti-social behaviour by cyclists / Proposals will encourage more cyclists

- 3.20 Nine respondents said that they had concerns around the behaviour of cyclists, including the speed at which they travel, abusive behaviour such as shouting at pedestrians, kicking vans, cycling on the wrong side of the street and cycling through the (pedestrian) archway into Brompton Cemetery rather than the main entrance. Three respondents felt the proposals would encourage more cyclists, resulting in a 'rat run' for them.

Officer response

- 3.21 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.
- 3.22 Kempsford Gardens is part of Quietway 15, a cycle route aimed at, and to encourage, use by cyclists. Enabling more walking and cycling is one of the Council's transport objectives and proposals such as the proposed parallel crossing on Old Brompton Road aim to make such trips safer and more convenient, to improve our air quality, reduce traffic congestion, and work towards our goal for the borough to be carbon neutral by 2040.

Crossing will be unsafe

- 3.23 Nine respondents said that they felt the proposed crossing would be unsafe. Reasons for this included:
- That the crossing would add to the traffic on Old Brompton Road and will cause dangerous U-turns to be performed on Old Brompton Road.
 - That the crossing would impair visibility coming from Kempsford Gardens on to Old Brompton Road.
 - That eastbound traffic queuing back from the junction with Warwick Road will make it hard to pull out of Kempsford Gardens.
 - That cyclists will continue across Old Brompton Road without stopping and may be hit if they try to use the crossing, particularly as visibility on Old Brompton Road is poor due to the regular queues of traffic.
 - That including cyclists in the same space, with the same right of way, as pedestrians ('shared space') could be hazardous for pedestrians.
 - That the service road outside Brompton Cemetery is too narrow, so that increasing movements through the service road would increase the risk of collisions with the pedestrians and bikes coming off the crossing.

Officer Response

- 3.24 The proposals would not increase traffic on Old Brompton Road. At most, as set out in 3.4, they would mean that drivers wishing to go west would first have to travel east along the road as far as the entrance to the cemetery service road.
- 3.25 By their nature, zebra crossings are uncluttered spaces with good sightlines, though this proposal does include an unusual section of shared space in the form of the new square pedestrian island to the south of Kempsford Gardens. However, it is not uncommon for one-way roads to be bordered by a kerb and footway on both sides at junctions, which would be the case should the proposals be implemented. In this case, to the right, additional footway is provided in the form of the new shared use footway. The straightness of the road and clear kerbside provide excellent visibility of on-coming traffic. The proposed requirement to turn left (i.e. all drivers will be negotiating traffic approaching from the right rather than from both directions as presently) further suggests that conditions for drivers exiting Old Brompton Road in terms of visibility should be no worse than at present.
- 3.26 The only expected increase in traffic eastbound should only reach as far as the service road outside of the cemetery, where officers expect drivers wishing to head west will then turn left and use the service road. It is hard to understand why traffic queuing to the junction with Warwick Road will make it any harder to pull out of Kempsford Gardens than at present as even drivers currently able to turn right would still need to wait for a gap in eastbound traffic (and the same can be said for westbound traffic if wishing to utilise the service road to travel west if the proposals are introduced).
- 3.27 In order to make use of the proposed crossing, cyclists must turn left or right onto the proposed shared use island, requiring slow speeds and plenty of time to observe traffic conditions. The argument that cyclists are more likely to be hit because visibility on Old Brompton Road is reduced by regular queues of traffic is not persuasive, as queuing traffic is generally travelling at very low speed, or stationary. In line with the Highway Code, vehicles should give way to pedestrians or cyclists waiting at parallel crossings – and cyclists and pedestrians should wait for vehicles in both directions to come to a complete stop – whether traffic is free flowing or queuing - before crossing.
- 3.28 The small areas of shared space proposed will be designed in accordance with Department for Transport and RBKC Streetscape design guidance and are common at existing parallel crossings in the borough – using signage and tactile paving to alert pedestrians and cyclists that they are entering shared space. In order to make use of the proposed crossing, cyclists must turn left or right onto the proposed shared use island, requiring slow speeds. There is no reason to think that these small areas of shared space would be any more dangerous, at their proposed locations on this route than at other locations. There have been no reported collisions between pedestrians and cyclists at similar schemes on Pembridge Villas, North Pole Road or King's Road.

- 3.29 Existing carriageway widths on the service road outside Brompton Cemetery are suitable for vehicles. The proposed footway extensions on the northern and southern kerbs of the service road beside the crossing will ensure that cyclists and pedestrians have excellent visibility past parked vehicles – better than they have at present.

Crossing will be an eye-sore/messy/confusing

- 3.30 Five respondents believed the crossing should not be installed as it would be visually unattractive and/or confusing to use.

Officer Response

- 3.31 The Council must often balance the needs of road users with the visual impact of new on-street facilities. To a large degree, visual appearance is a matter of subjective taste, but parallel crossings (and the more common zebra crossings for pedestrians only) are increasingly common across London and must remain consistent in terms of striped road markings and belisha beacons to ensure all road users understand them. Officers consider that the benefits of a crossing outweigh any aesthetic impact at this location.
- 3.32 Conservation areas do not restrict the introduction of zebra crossings or other road markings. The street furniture and road markings are common features in the townscape throughout London and nationwide in many conservation areas and adjacent to listed buildings. These standard items of street furniture are considered to preserve the character of conservation areas.
- 3.33 Whilst it is unusual for a section of footway to be located between a cycle lane and carriageway lane, the crossing is designed to the same standard as other parallel crossings in the borough and is fully signed and marked to standard. As Kempsford Gardens is already one-way (except cycles) the only change for drivers is the mandatory left turn which will be fully signed in line with the Traffic Signs Regulations and General Directions. Shared use sections of footway, including the footways adjacent to the crossing, will feature signage and tactile paving to alert pedestrians to expect cyclists.

Other comments

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

Table 2 – ‘Other’ comments and officer responses.

	Comment Summary	Officer Response
1	Proposals will block access for emergency vehicles, cause fumes in basement flats, just use a 'Keep Clear'.	A 'Keep Clear' marking would not meet the standards for a cycle or pedestrian crossing, offering little improvement on what is already provided. Emergency vehicles can continue to use the road as

		<p>one-way southbound and can make use of the service road outside of the cemetery to head westbound if required. The proposals should not lead to additional queuing so there is no reason that the proposals will introduce fumes to basement flats.</p>
2	<p>The parking on layby section (next to footway build out) and floating parking bays on Kempsford Gardens will reduce visibility at what is a junction with various movements - could these be rain gardens/ planting to improve visibility and improve greening of area.</p>	<p>The parking is set back far enough not to affect visibility. It is not uncommon for one-way roads to be bordered by a kerb (with parking bays) and footway on both sides at junctions, which would be the case should the proposals be implemented. In this case, to the west as you exit Kempsford Gardens, additional footway is provided in the form of the new shared use footway with the footway to the left remaining clear. The straightness of the road and clear kerbside provide excellent visibility of on-coming traffic. 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.</p>
3	<p>Is the pedestrian build out in the layby a full-length ramp design to enable easy access to cycle crossing? If not, it would be better to have wider ramp design to ease entry/exit.</p>	<p>Dropped kerbs are provided where cyclists are joining/leaving shared-use areas.</p>
4	<p>Regarding the need to cut the kerb on Kempsford Gardens exit - is this necessary as literature suggests better to have a narrow junction to improve vehicle movements existing road.</p>	<p>Cutting back eastern side footway on exit of Kempsford Gardens is required to ease the left turn onto Old Brompton Road as swept path analysis suggests this is necessary as space to 'swing' into the turn on the right side is removed by the new shared-use island.</p>
5	<p>What arrangements will be in place to direct cyclists to an alternative cycle route at night-time when the cemetery gates are locked?</p>	<p>The Council has outline plans not only to continue the Quietway 15 cycle route beyond Brompton Cemetery to Imperial Wharf, but also to provide a parallel route further to the east that would connect to the continued route on Fulham Road. This would be available at night. All Cycleway/Quietway routes are sign</p>

		posted not only on the route in question but with connections to other routes.
6	Have the traffic implications of introducing this change been considered in relation to Match Days?	Yes. There is no reason why matchday traffic would turn right out of Kempford Gardens. The proposed changes such as the mandatory left turn would remain in place during match days. In view of the support received and the anticipated benefits of the crossing and associated proposals would appear to outweigh the short-term inconvenience to, or increase of, traffic related to match days.
7	Traffic lights on Kempford Gardens/Warwick Road/Earls Court Square are badly timed and give far too long to traffic crossing Earls Court Square in to Kempford Gardens. This often causes delays to buses and ambulances.	This is out of scope of this consultation and the location is managed and maintained by Transport for London. Traffic in Earl's Court Square cannot proceed directly in Kempford Gardens but must turn right.
8	It is extremely dangerous to cross at the lights at the junction of Finborough Road/Warwick Road on the west side where there is no pedestrian crossing, as when the lights turn green, drivers assume that the road is clear and accelerate left round the corner.	This is out of scope of this consultation and the location is managed and maintained by Transport for London. Officers have raised local residents' concerns about this junction with TfL.

4. Next steps

- 4.1 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 parallel crossing on Old Brompton Road, subject to statutory consultation.

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 find it difficult to cross to cemetery due to constant traffic and also when traffic stops it's dangerous due to bikes and unseen motor bikes

Support in Full Two

This is a great idea, and I fully support it.

Support in Full Three

I absolutely love this plan. I live right opposite the cemetery, and we always needed a safe crossing here, it can certainly be risky crossing here and the only crossing nearby is at West Brompton Station (which is too far). This needs to happen. It also would make cycling around here a lot safer.

Support in Full Four

I think this is a really good idea, especially since it's usually quite hard to cross to the cemetery side (both when cycling and when walking). This is a good idea.

Support in Full Five

I strongly support this proposal as it provides access to crucial green space in the area.

Support in Full Six

This is much needed as my wife and I regularly crossing over Old Brompton Road to Brompton Cemetery from Kempford Gardens, and it sometimes difficult to do so with the volume of traffic going both ways.

Support in Full Seven

[No comment supplied]

Support in Full Eight

Finally a solution to a very dangerous crossing for a pedestrian like me and my family! Well done! I hope you get this accepted.

Support in Full Nine

I've said there should be a crossing here for many years. I cross at that point coming from Earls Court Square to get to West Brompton Station and to the cemetery, so on a daily basis. I think it is essential as a lot of people cross here and is dangerous at busy times with no speed control on the road.

Support in Full Ten

Strongly agree.

Support in Full Eleven

That part of Old Brompton Road can be quite busy and fast, sometimes with tailbacks to the junction with Finborough and Warwick roads, all of which makes crossing the road difficult and sometimes dangerous to pedestrians and cyclists, many of whom use the Cemetery for leisure and through-routes. Anything that can be done to improve safety gets my vote. Thank you for the proposal. I wholeheartedly support it.

Support in Full Twelve

As a frequent visitor to the cemetery, I am in favour of the pedestrian access from both sides of Old Brompton Road. I have also considered using a bike more, and this change would encourage me to do so.

Support in Full Thirteen

[No comment supplied]

Support in Full Fourteen

Anything that makes roads safer for pedestrians and cyclists is to be welcomed. Air quality is still terrible in parts of West London and alternatives to overuse of private cars is important too.

Support in Full Fifteen

[No comment supplied]

Support in Full Sixteen

I think it is an excellent idea to have a crossing by the entrance to the Cemetery. Many people cross here and cyclists use the Cemetery to commute.

Support in Full Seventeen

I cross this road almost every day, and it always feels dangerous due to the lack of a pedestrian crossing. The proposed crossing is much-needed and will make a huge difference to pedestrians. I've often commented to others how badly a crossing like this is needed, so very much look forward to it being implemented.

Support in Full Eighteen

Warmly support.

Support in Full Nineteen

[No comment supplied]

Support in Full Twenty

This is very much needed as a safety precaution for all individuals crossing the road. The Brompton Cemetery is an important landmark for tourists, residents, dog walkers, cyclists etc. And it is therefore important for our community that we have easy and safe access to this facility. Additionally, this will ease traffic frustrations from people running across the road. Separately, this helps access to the West Brompton Station.

Support in Full Twenty-One

[No comment supplied]

Support in Full Twenty-Two

I fully support all improvements made to walking and cycling in the borough.

Support in Full Twenty-Three

[No comment supplied]

Support in Full Twenty-Four

This all sounds good to me; as a Kempsford resident, I take my life in my hands there on a regular basis unless I go well out of my way to a safer crossing point. Please do it! Thanks.

Support in Full Twenty-Five

I welcome the proposal. More pedestrian crossings are needed, especially in the junction of Old Brompton road and Warwick/Finborough Rd. The crossing at Tesco Express is very dangerous. At least the proposed parallel crossing will allow us to safely cross when going to the cemetery or to the tube.

Support in Full Twenty-Six

Yes, I strongly support this!! I regularly run or walk in Brompton Cemetery and I would really benefit from having a protected place to cross the road. I sometimes end up crossing at the intersection between Old Brompton Road and Warwick Road, but that intersection is downright hostile to pedestrians. It's very dangerous.

Support in Full Twenty-Seven

[No comment supplied]

Support in Full Twenty-Eight

[No comment supplied]

Support in Full Twenty-Nine

[No comment supplied]

Support in Full Thirty [Better Street for Kensington and Chelsea]

Better Streets for K&C overall support the proposed changes. We specifically welcome:

- . A safer crossing for those walking, wheeling and cycling,
- . The right turn ban, which will protect those cycling from 'right hooks' by drivers,
- . The physical protection for the contraflow lane created by 'floating' parking and adding an island – we would like to see more protected cycle infrastructure of this quality in RBKC and floating parkings replaced by planting maybe where possible,
- . The reallocation of some road space from private vehicle parking to safe active travel
- . Creating a safe link to join up a longer cycle route, between Collingham Gardens/Bramhams Gardens and Brompton Cemetery and beyond (although the Cemetery closes early).

We would like to see the following improvements:

- . We question the need to cut back the kerb for left-turning vehicles – a tight kerb radius is surely valuable for slowing drivers and increasing safety for other road users?
- . A cycle lane on Old Brompton Road from this junction with Kempsford Gardens to Lillie Road Bridge, meeting Fulham's cycle lane, to provide some additional safety for parents/kids cycling to London Oratory School back and forth and any other cyclist coming from Q15 toward Fulham.
- . Could planting be used rather than parking extended on the service road entry next to existing cycling cut

This is beyond the scope of this specific consultation but a key issue is that Brompton Cemetery only provides a useful route when they are open (ie during daylight hours) which means there are limited hours during which a 'safe' north-south route is available to cyclists going south.

Support in Full Thirty-One

This is a very welcome and deeply needed improvement to address and bridge one of the many gaps in having a relatively safer East-West cycling route towards Fulham. Being able to cross Old Brompton towards the cemetery and turn right from Kempsford towards Fulham without the risk of cars turning right is an important and positive improvement.

It would be great though if a section of soft cycle lane could be drawn or accommodated on Old Brompton Road between Kempsford Gardens and Lillie Bridge Road to meet Fulham's 'soft' cycle lane for greater security.

Some of the protection island could be defined by plants or trees (if possible) rather than by extending parking.

Support in Full Thirty-Two

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 Thirty-Three

Finally. We have been waiting for safe crossing for years. Our children go this way to school, through cemetery. There are care homes for elderly around so it makes perfect sense to have one exactly there. It would make crossing so much safer for young and elderly generation.

Support in Full Thirty-Four

[No comment supplied]

Support in Full Thirty-Five

The crossing is very much needed and will be greatly appreciated. Walking with shopping from bus stop to zebra crossing on the bridge is quite a challenge at my age. A request crossing opposite KG-Cemetery will make life easier. Thank you for giving me the chance to comment on the issue.

Support in Full Thirty-Six

Great idea!

Support in Full Thirty-Seven

The current distance between the pedestrian crossings are several hundred yards. I see people run across the road all the time with prams, toddlers, dogs and shopping. This will improve the life of locals.

Support in Full Thirty-Eight

This will make it much safer for me and my family to cross by bike.

Support in Full Thirty-Nine

[No comment supplied]

Support in Full Forty

This proposal looks great! Moving the car parking and the crossing island will help a lot with my comments from FixMyStreet. Also, I often find turning right out of Kempsford Gardens onto Old Brompton Road quite difficult too (due to poor visibility from the trees and parked cars) so the bicycle crossing will be a big help. It looks much better for pedestrians too. It would be fantastic to have a proper cycle lane as well; it will really help more nervous/young cyclists. Will it be fully separated from the road (eg : with bollards or concrete)? This would be best as it would

prevent cars entering the bike lane and discourage people in parked cars from opening their doors into oncoming cyclists, which is what I'd be most worried about having the parking next to the bike lane.

My main concern with the current proposal is how will bike traffic from Earls Court Square merge into the new two way bike lane? Ideally, the cycle lane would need to be extended (or some very clear signage put in place at a minimum).

If you could add this response to the consultation I'd appreciate it.

Thank you for the information sent regarding the above - mentioned site. After reviewing all the details submitted, The Royal Parks holds no objections to this proposal.

Support in Full Forty-One

I write to say I do support safer, clearer cycle and pedestrian crossing and Old Brompton and Kempsford Gardens.

<https://consult.rbkc.gov.uk/communities/old-brompton-road-crossing/>

I took my father here in his power-mobility chair many times. It is a bit scary to cross here to the cemetery, and I always go with him so I can look to be sure the way is clear. It should not be such poor visibility on such a busy street for those in mobility chairs to cross to a royal park from Kempsford Gardens. If there was a safer crossing, I would feel comfortable that any power mobility chair user could cross here safely and independently. It is also hard to cross as a cyclist and as a walker. The visibility was especially poor as you look to the right from Kempsford gardens in order to cross to the cemetery. This is because there are cars parked right up to the corner and they block a good clear view to the right.

I use this route to walk and cycle to and from the cemetery. A safer crossing would be much appreciated and is needed. I regret that parking spots would be lost. If there is any way to do a safer crossing, but not lose any vehicle parking, I would be glad. I hope there would be a way to accommodate both. Thank you for thinking how to make this crossing safer and clearer for those on foot, cycle, and in mobility chairs.

Support in Full Forty-Two [Kempsford Gardens Residents Association]

"Introduction of a compulsory 'Left Turn Only' at the southern end of Kempsford Gardens - this means that vehicles leaving Kempsford Gardens would not be able to turn right". How would local traffic be able to turn right towards Fulham, without going around the one way system and logging it up even further and causing more pollution? Could we still turn in the Cemetery semi circle?

[Additional Comments]

With that very firm proviso, that our residents could use the cemetery entrance slip road to turn towards Fulham, we would definitely support the new crossing. Without that use however, we would object.

[Additional Comments]

On the face of it, other than the right turn, which is solved, I can see no problems for our residents. It would be a great advance all round to make Kempsford Gardens a cul-de-sac, closing it at the Warwick Road end. There is plenty of room opposite Kramer Mews to turn and we could enter the Kempsford via the Old Brompton Road end. Good for the environment, pedestrians and cycling.

Note from the Royal Parks

Thank you for the information sent regarding the above - mentioned site. After reviewing all the details submitted, The Royal Parks holds no objections to this proposal.

Support in Part One

Think the idea of a crossing is excellent but disagree with the proposal of left turn only as if drivers comply they will then use the cemetery entrance road which will hold up the traffic flow further.

Support in Part Two

Hi there! We drive (using an electric vehicle), and the 'no right turn' and 'compulsory left turn' is unacceptable to us. We are fine with other parts of the proposal, but vehemently oppose this particular suggestion as it will cause a significant loss of times with reroutes, especially when it is busy. Hope our opinions are seriously considered. Thank you.

Support in Part Three

The elimination of a right turn from Kempford Gardens on to Old Brompton road is a major inconvenience necessitating a significant detour to head in that direction. Support the motion only if the plan is amended to allow this right turn.

Support in Part Four

In my opinion the proposed changes could be regarded as a very expensive and inappropriate way of managing the junction at Old Brompton Road (OBR) end of Kempford Gardens (KG), which is a one way street with a counter directional cycle lane.

There is already an improvement from the keep clear painted area on the Easterly direction side of (OBR) allowing traffic exiting from (KG) to pass and gives space for vehicles to see and give way to pedestrians and cyclists (who now have increased priority under Driving Instruction Manual Rules) when crossing and it works quite well.

As a further improvement RBKC could consider using the slightly raised and different road surface used in the Kensington High Street and Wrights Lane junction which works very well.

There is also a small and limited amount of traffic which passes through KG and simply by extending the keep clear to both sides of the road, and resurfacing as suggested would be a better working improvement for everyone and would cost a lot less.

However the proposed changes with an island and left only compulsory turn would make exiting from KG much more difficult and cause an unnecessary obstacle as well as unnecessary blockages which would not only block free and rapid access by emergency vehicles but would simply increase traffic fumes to basement flats from a line of traffic cuing to get out.

The most severe consequences regarding life and limb and fire damage to properties could easily result from delays and restrictions created by the designs of the proposed changes with a compulsory left turn on exit from the Gardens, with a pedestrian island and cycle crossing. However if it does go ahead as proposed then I think it only fair, right and proper for RBK&C to name the person or persons responsible for the design and the people responsible for agreeing it. I am sure that RBK&C staff, executives and councillors are aware that there is no immunity from corporate manslaughter and from individual civil liability actions brought against individuals responsible for making unsafe decisions that lead to losses of life, injury and damage to property.

Support in Part Five

I have frequently had cause to cross the road at this point, and would find a crossing very convenient. At present it is always more tempting to risk dodging across the road than to walk to the nearest crossing.

Support in Part Six

I support the additional crossing protection for pedestrians but not for cyclists. That is because at present, cyclists are not paying enough attention to pedestrian (or motorists) and this proposal will simply encourage dangerous and careless cycling, thus endangering pedestrians, particularly vulnerable elderly pedestrians and children.

Support in Part Seven

The no right turn proposal is a bad idea. It will lead to traffic congestion. You will be forcing driver who want to turn right, to turn left then cross over into the cemetery road and exit in a westbound direction. Plan is not well thought out.

Support in Part Eight

As a resident, pedestrian, cyclist and motorist I welcome the proposal, which should assist cyclists crossing Old Brompton Road into the cycle route in the Cemetery, and pedestrians too. However, I do not support the Left Turn only for traffic from Kempsford into Old Brompton Road. Many residents of Earls Court Square if driving towards North End Road / Walham Green drive along the one-way Kempsford and turn right. It is not a huge volume of motorists, but banning a right turn will entail a lengthy detour down Earls Court road, along Old Brompton Road, through 3 sets of traffic lights. The starting/stopping from this and additional congestion along these busy stretches of highway would be detrimental to air quality and counteract some of the benefits of the scheme.

Support in Part Nine

We need the crossing! Don't agree with the compulsory left turn.

If we want to go to Fulham area, we will need to go Finborough Rd and turn to Fulham Road or Kings Road...or M4 and turn North End Road...will a huge amount of miles, in completely congested roads, increasing pollution, fuel consumption etc etc. I have also a business working in the area and we need cars, vans, etc.

Support in Part Ten

Overall supportive of the aim of this proposal - it will improve safe cycle connections by providing a practical and usable cycle parallel crossing that directly joins cycle routes (does not require user to go out of their way to use) and providing a much needed pedestrian crossing near bus stops on what is a busy road

Re parking on layby section (next to footway build out) and floating parking bays on Kempsford Gardens - this reduces visibility at what is a junction with various movements - could these be rain gardens/ planting to improve visibility and improve greening of area.

Question - Is the pedestrian build out in the layby a full length ramp design to enable easy access to cycle crossing if not would be better to have wider ramp design to ease entry/exit

Query need to cut kerb on Kempsfield Gardens exit - is this necessary as literature suggests better to have a narrow junction to improve vehicle movements existing road. But defer to transport engineering expertise.

Support in Part Eleven

I am against the compulsory left turn from Kempsfod Gardens onto Old Brompton Road. How will car users drive to Lillie Road from Warwick Road/Earls Court Square (where I live), if you cannot turn right onto Old Brompton Rd from Kempsford Gardens? It will just create more traffic jams.

Support in Part Twelve

It is probably a good idea to put in a pedestrian crossing. There is a good flow of pedestrians and cyclists crossing into Brompton Cemetery across Old Brompton Rd which is an active road. However what is proposed is a massive over construction of what is needed....and a waste of

tax payers money. How much will this cost? £20k? Cyclists will need to stop anyways and should be forced to yield to pedestrians, buses, cars, disabled, etc. Pretty simple solution is needed- some paint and two pedestrian yield crossing posts.

Support in Part Thirteen

I think making a safe cycle and pedestrian route over Old Brompton Road is a brilliant plan. It will make it much safer to cross the road and save people having to go all the way up to the light by West Brompton to cross safely or the other end.

I am not sure making left hand only turn from Kempsford Gardens is such a good idea as cars wanting to turn right will start turning into the Cemetery car bay as a u turn and would undo all the safety work done to enable pedestrians and cyclists safe access. Also, taking away residents parking bays in the Cemetery make it very hard for residents who can't find spaces in either Eardley Crescent and Kempsford Gardens if they do t want to get caught up in the respective one way systems.

Support in Part Fourteen

Continuing the cycle lane across the road will prove dangerous, the cyclists will just continue without stopping and accidents would be inevitable. Residents of Kempsford Gardens who drive would have to go a long way in order to access Lillie Road. And what about the cyclists who wish to turn right?

Support in Part Fifteen

I oppose the introduction of a compulsory 'Left Turn Only' from Kempsford Gardens.

Kempsford Gardens is a very quiet road with little car traffic. Most people who drive on Kempsford Gardens are either residents on this road, Earls Court Square or park here if they have no space on their street, as well as commercial access such as delivery drivers and trades people.

Many drivers turn right towards Lily Road / Fulham. Prohibiting a right turn onto Old Brompton road from Kempsford Gardens would mean that, cars will:

- 1) Drive through the parking crescent at the top of Brompton Cemetery, only to turn left onto the Brompton road, negating any avoided danger to the crossing by adding a new one;

2) Be forced to drive towards the Warwick Road one way system only to return onto Brompton road via Coleherne Rd / Wharfedale St / Finsborough Rd, adding 5-10 minutes to any journey we undertake towards Fulham with three right turns and two traffic lights.

Additionally, removing residents parking bays is a bad idea since we never seem to be adding any new ones. Generous resident parking adds value to our properties in RBKC as well as freedom and choice for motorist and residents alike.

Support in Part Sixteen

We support the aspiration to improve safety in this location, however in our view the proposals are overly complex and should be reconsidered with input from the Kempsford and Eardley Crescent RAs, the Earl's Court Society, the Kensington Society, Earl's Court and Redcliffe ward councillors as well as the Royal Parks and the Friends of Brompton Cemetery.

Our concerns include:

- Creation of a compulsory left turn from Kempsford Gardens creates a more complex and dangerous routing for drivers going west who would have to make 3 manoeuvres instead of the present direct right hand turn. This introduces unnecessary difficulty and confusion as drivers cross the cycle and pedestrian route twice.
- Vehicles would instead be funnelled through the narrow North Lodge carriage drive creating congestion and pollution as Old Brompton Road traffic backs up behind vehicles waiting to turn right into the byway.
- Loss of 5 residents parking bays is unacceptable. These bays are intensively used by residents and visitors to the working cemetery.

Have Royal Parks been consulted on these proposals which could lead to a large increase in the number and type of cyclists using the cemetery as a commuting route? It would also reduce the number of parking spaces for those visiting the cemetery including volunteer gardeners and could impact deliveries to the North Lodge. What arrangements will be in place to direct cyclists to an alternative cycle route at nighttime when the cemetery gates are locked?

Have the traffic implications of introducing this change been considered in relation to Match Days? Could a simple zebra crossing be introduced in this location? Cyclists could dismount and walk across a zebra crossing. Simple and effective without the loss of parking bays or introduction

of complex vehicle routes. Overengineering takes up unnecessary space, blocks the road causing more traffic/pollution and introduces confusion. Please reconsider these plans and consider a standard zebra crossing instead of a parallel crossing.

Support in Part Seventeen [Ward Councillor]

I have looked at the plans. I have walked the plans. I do have some reservations about the plans, although I support the aspiration of creating and facilitating active travel.

The present plans will create a problem for the residents of Kempsford Gardens and Eardley Crescent.

The plan about the no turn right will create either:

- turning left and into the Brompton Cemetery forecourt area, which is a narrow, the cars would have to “cross” the cycle pathway to exit onto the Old Brompton Road and
- the cars turning left and using Eardley Crescent, which is another turn right into Eardley Crescent off Old Brompton Road causing congestion on Old Brompton Road and into Eardley Crescent where the residents wish to reduce their traffic flows and congestion.
- there would be a loss of 5 parking spaces given the width of the pedestrian crossing treatment

Therefore, I would ask that some further thought is given to this proposal before implementation. This is particularly important given the Construction Traffic that we will be living with as a result of the Earls Court and 100 West Cromwell Road and the overall increase in traffic and so any congestion as a result of turning cars must be a consideration.

Objection One

Not necessary and cyclists are causing enough problems. They should get off their bikes and walk across carefully like everyone else. This project is a total waste of money and which should be ear marked for children’s after school facilities or at least covering pot holes that are rife in RBKC. Hence, I object to this but know it will make not a beans worth of difference even if the entire Earl’s Court Residence objected. But, you did ask for comments so there it is!

Objection Two

I live very near to this site and object to these proposals in the strongest possible terms. I am normally very open to these sorts of proposals but these are very disruptive

- I would be more open to a crossing further down OBR near Eardley Crescent/outside Hunter House.
- Nothing wrong with current layout/the junction is perfectly safe to use as a pedestrian
- Spoken to a number of Kempsford Gardens residents and none have asked for this/some are considering a petition opposing the scheme in the strongest possible terms
- There is extreme pressure on parking on Kempsford Gardens, with all residents spaces full every evening and the pay by phone bays full during the day. Some spaces have already been removed last year for cycle hangars to be installed and this will make matters significantly worse. I am also very unhappy about the removal of spaces outside Brompton Cemetery.
- I object very strongly to the no right turn at the bottom of Kempsford Gardens, this will add to the traffic on Old Brompton Road and cause dangerous U turns to be performed on Old Brompton Road. I pretty much exclusively turn right at the bottom of Kempsford Gardens and this will resort to these manouevres.
- More generally what is the Council's plan for vehicles who already turn right here?
- Have any traffic counts been performed about right turning traffic at the bottom of Kempsford Gardens?
- The ugly, messy layout will be an eyesore in the conservation area
- No data to support the need or safety of the new crossing eg PV squared test results, accident data
- The junction of Kempsford Gardens and OBR will be messy, confusing and dangerous to use as a pedestrian and as a driver. This will impair visibility coming from Kempsford Gardens on to OBR.
- The queuing traffic up to the junction with Warwick Road makes it very hard to pull out of Kempsford as it is and this will make it much harder.
- I am also concerned about the speed/general behaviour of the bikes on Kempsford if we were to give the cyclists a crossing at the bottom plus the quite likely increase in collisions if they don't need to stop or slow down as much at the junction of OBR. As it is the behaviour of many cyclists on Kempsford is a big problem, I've seen them shout at posties on our street and kick their vans, they always cycle on the wrong side at the top near Warwick Road, plus they cycle very fast and don't slow down to let people cross. This will potentially make things worse. They often travel over 20mph here and this will open a speed corridor on our street which is used by parents walking their children to the primary school on Earls Court Square. What conciliatory measures will the council be putting in to avoid anti-social cycling here please?
- I am worried a cyclist will be hit if they suddenly 'appear' at the crossing here as visibility on Old Brompton Road is poor due to the very regular queues of traffic

These dreadful proposals must be scrapped or significantly amended.

Objection Three

I visit my cousin regularly who lives on Kempsford Gardens. These plans are poorly thought out and need stopping urgently.

- I object to the left turn ban at the bottom of Kempsford Gardens. How will traffic/people who live here ever turn right? Do we need to U turn on the already narrow and dangerous Old Brompton Road?
- This will add extra pressure to the junction of Finborough Road and Old Brompton Road which is already extremely congested and generates a lot of pollution.
- A lot of parking is being lost. This is unacceptable. Parking stress here is overwhelming every day and this is being ignored. I strongly oppose and request an internal review in to the false claim in the consultation letter that this is part of a 'number of smaller changes'. I strongly object to the loss of visitors parking. This will damage the vitality of the parade on Old Brompton Road and put people off visiting the cemetery.
- The consultation letter shows this whole project is a complete stitch up. These are major changes to the junction including the loss of a lot of parking space and is being dismissed as 'a number of smaller changes'
- The new layout is very messy and confusing
- I cross here all the time and have never had an issue doing so as is
- I was nearly seriously hit by a cyclist last week travelling at speed on Kempsford Gardens. These plans will encourage more speeding and antisocial cycling on Kempsford Gardens which we don't want and is already a very major problem.
- This will encourage extra cyclist rat running on Kempsford Gardens and provide no benefit to Kempsford residents.

Objection Four

The traffic between Earls Court Road and Warwick Road is already unbearable and not give the option to use Kempsford Gardens to turn either left or right would make congestion worse! There is already enough attention for bicycle lanes! The proposal is appalling!!!

Objection Five

As a complete waste of RBKC and my funds the scheme has much merit. For all other aspects it looks like madness in a location where cycles and pedestrians and traffic currently manage why create a new road blockage ban the much-used right turn add street clutter reduce residents spaces it is complete folly and must be properly abandoned.

Objection Six

My experience of crossings which link pedestrians with cyclists is negative. Cyclists take precedence, whether it is their right of way or not. This is understandable, as they are traffic, which is usually dealt with separately. The area under consideration is limited as regards size and access. The traffic on the road can be heavy and there are already difficulties for pedestrians. To include cyclists in the same space, with the same right of way, could be hazardous for pedestrians.

Objection Seven

I regularly cycle from Earl's Court Square through Kempsford Gardens to Brompton Cemetery. I find I never have to wait more than a minute or two to cross Old Brompton Road, and I do not find it in any way hazardous.

I also occasionally drive through Kempsford Gardens to access Lillie Road. Your proposal states that there will no right-hand turn out of Kempsford Gardens. This means I would in future have to exit Earl's Court Square into Earl's Court Road and then turn right at the bottom into Old Brompton Road. So, a longer journey, through two sets of traffic lights, more polluting, more stressful.

I cannot therefore see the need to change anything at all. New schemes like this, which invariably impede traffic flow (in the 'slowest city in the world') may bring a small benefit to a few but are equally disadvantageous others.

And is any thought given to cost, however modest, at a time when we hear daily that public money (tax payers' money) is in desperately short supply?

Objection Eight

The new proposal will cause more traffic in Old Brompton Rd in busy hours.

No right turn restrictions from Kempsford Gardens means that the cars will join the traffic, whereas at the moment someone going north can turn right and right again.

If you keep the right turn for traffic from Kempsford Gardens, then the idea is not too bad. It will help with safe crossing of the road.

Objection Nine

Left turn only is not properly thought through. This will involve a turn outside Brompton Cemetery which is too narrow and risks collisions with the pedestrians and bikes coming off the crossing. This will seriously damage the character of this side of the cemetery.

Concerned about cyclist speed. Some pets injured/killed on Kempsford Gardens by speeding and inconsiderate cyclists. Cars damaged. This now opens it wide to extreme cyclist speed and social neglect. Whole scheme is completely unnecessary and none of us have asked for it. Just leave our road alone. Traffic lights on Kempsford Gardens/Warwick Road/Earls Court Square are badly timed and give far too long to traffic crossing Earls Court Square in to Kempsford Gardens. This often causes delays to buses and ambulances. Ugly, confusing layout proposed.

Objection Ten

No to this awful scheme. Nothing wrong with existing junction. Strongly object to left turn ban.

Objection Eleven

Very concerned about the dangerous proposals. The no left turn in particular will not work. No space to U turn or use the area in front of the cemetery. If using the front of the cemetery cars will need to move in to the direction of oncoming cyclists and pedestrians

There is too much parking being removed in the proposals - this road has serious issues with parking at the best of times and this will make issues far worse. The plans will make our quiet street a nasty rat run for cyclists which already come down here far too fast, ignore the lights at the top of Kempsford Gardens and cycle on the wrong side of the road. Whole thing is an eyesore. I don't want this. STOP INTERFERING

Objection Twelve

I don't want to see these plans. There's no need for this. Complete lack of information behind this, what's the motivation and nobody has asked for it. The no left turn will never ever work. You cannot use the area in front of Brompton Cemetery, it's too narrow and there will be

bikes and people coming. It'll destroy the character. Confusing, messy layout. Never seen a pedestrian crossing thrown in the middle of an existing road before. There is not enough parking on Kempsford Gardens as it is, this will make it worse
The cyclists are rude, deeply unpleasant, ride on the wrong side of the road and cycle too fast.

Objection Thirteen

1. Why spend so much money on the alterations when it can be much simpler.
2. The "turn left only" would cause HUGE extra congestion. Traffic can only go;
 - (a) further east along Old Brompton Road crossing Finborough Road/Warwick Road before getting to the bottom of Earls Court Road, where the traffic can only turn right.
 - (b) turn left into the already over congested Warwick Road and would then have to go up to West Cromwell Road before turning left to go west, because all left turnings before that are cul de sacs.
 - (c) Traffic lights would be needed for the pedestrian/cycle crossing. This would also solve the problem of drivers turning right, as they would have to stop when the light is red.

Note that at the junction of Finborough Road/Warwick road it is extremely dangerous to cross at the lights on the west side where there is no pedestrian crossing, as when the lights turn green, drivers assume that the road is clear and accelerate left round the corner.

3. Why take away parking spaces, when the pedestrian/cycle crossing can be just to the west of Kempsford Gardens where there are at present no parking spaces.
4. Cyclists already turn into the archway at the Brompton Cemetery without pausing, making it unsafe for walkers coming out of the cemetery, especially if they have dogs and /or prams with them.
The entrance/exit for cyclists needs to come through the gate at the side for safety.

Objection Fourteen

Am an old lady and often cycle down Kempsford Gardens to the cemetery, where my brother and my great-grandparents are buried. Never once have I had difficulty crossing the Old Brompton Road. It is one of the easiest crossings in London. I don't know of a single accident there in the 35 years since I have lived in Warwick Road. Not only so, but it involves removing several residents' parking bays, which are in very short supply in Earl's Court. Sometimes I have had to park my car over a mile away, and I find walking difficult although I don't yet qualify for a disabled parking permit. I think this is a vanity project at a time of austerity, and a very bad use of scarce resources.

Objection Fifteen

It's hardly a danger spot - traffic is relatively gentle and I have never observed a problem or incident in all the years I have crossed there (from Kempsford/Eardley) to get to the Cemetery and back. It seems an unnecessary expense that can best be invested elsewhere, and I am sure people can use their common sense. However, if there is a need for disabled access - then fair enough. Thank you.

Objection Sixteen

This will slow down the road. We don't need anymore obstacles on the road - it's tight as it is. There is a proper pedestrian crossing 10 metres down and it works fine. The goal should be to improve traffic flow, and not make it worse. Earls Court Road has been a nightmare ever since the additional paving for the bus stops were created - it seems to me whoever is coming up with these ideas is not a road user whatsoever. Extremely out of touch.

Objection Seventeen

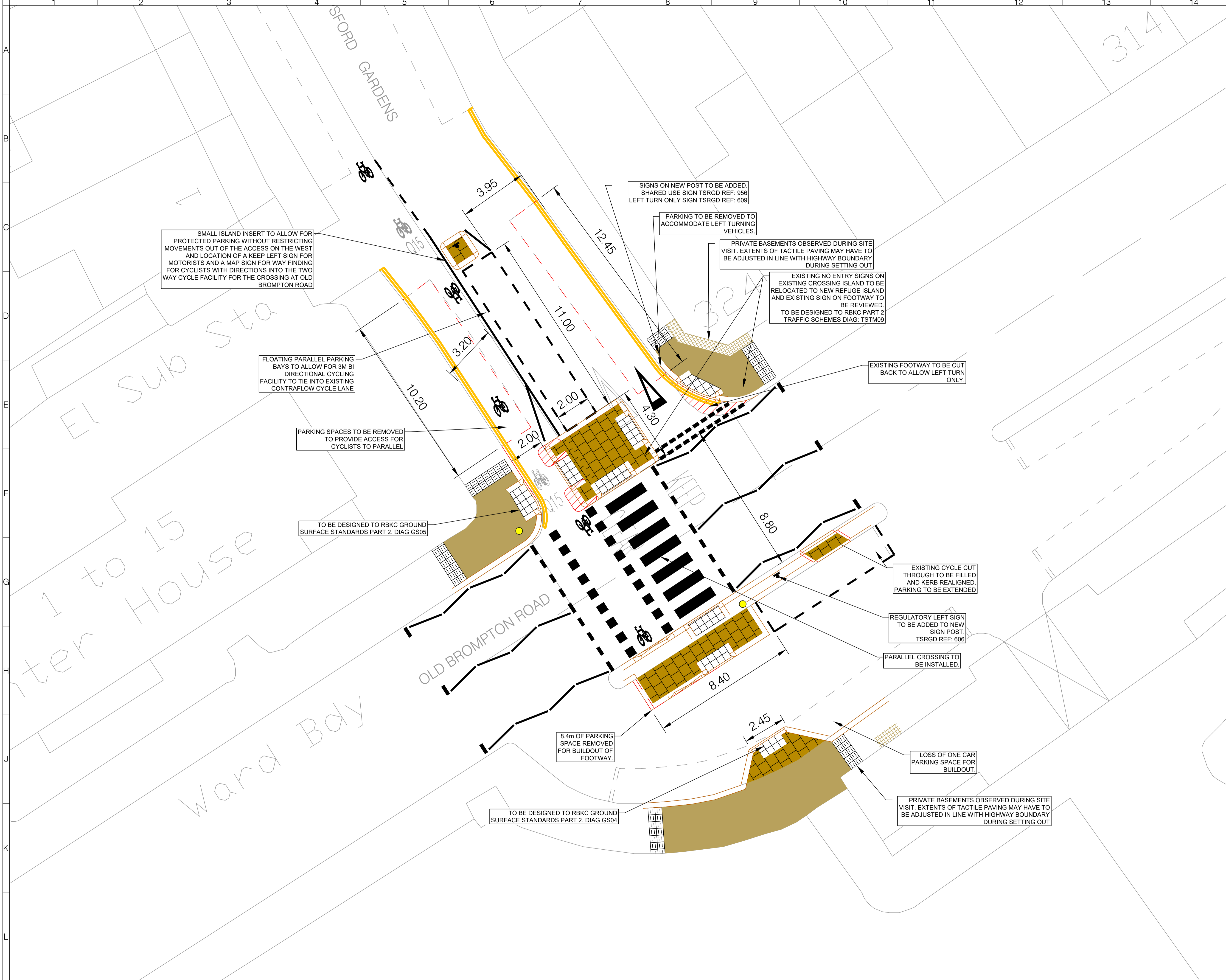
It will prevent me from leaving Kempsford Gardens and heading east, adding to my journey time and increasing my carbon footprint.

Objection Eighteen

Making it a compulsory left turn means that Warwick Road and A4 West Cromwell Road, which are already extremely busy will be even busier. Or alternatively have to go up Earls Court Road to then go onto Fulham Road just to get to North End Road which doesn't make sense when an already struggling area is effectively being cut off. How are we expected to support our local independent shops when it makes what would be a 10 minute trip becomes 40 minutes (at least)

Objection Nineteen

There will be significant disruption to the street, lack of parking, and not being able to turn right will impact on my day to day life.



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

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Client

Project

Drawing Title

QUIETWAY 15 UPGRADES
PRELIMINARY DESIGN
DRAFT
GENERAL ARRANGEMENT
KEMPSFORD GARDENS/OLD BROMPTON ROAD
PAGE 01 OF 04

Drawing Status

WORK IN PROGRESS

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

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Rev 0