



CLIMATE SAFE STREETS IN KENSINGTON & CHELSEA

London Cycling Campaign supports local campaign group [Better Streets for Kensington & Chelsea](#) in calling for urgent action on road danger that would also make the borough's streets 'climate safe'.

KENSINGTON AND CHELSEA, ROAD DANGER AND THE CLIMATE

Kensington & Chelsea's streets are among the most dangerous in London. With no protected cycle lanes, and one of the lowest Healthy Streets Borough Scorecard ratings in inner London, its traffic-dominated streets do not enable or invite all-age active travel. The council must act urgently to reverse this situation and make roads safe and attractive for anyone to walk and cycle. This will not only reduce needless deaths and serious injuries but reduce carbon emissions, as more people will only choose low-carbon, active travel solutions if it is safe and convenient to travel without a car.

Kensington and Chelsea are aiming for a net zero carbon council by 2030 and a carbon neutral borough by 2040. In 2022, the council launched a consultation on their [Air Quality and Climate Emergency Action plans](#). 16% of emissions in the borough are generated by transport and a high proportion of these emissions come from private vehicles. There is a list of actions around transport including 'encouraging' active travel – rather than enabling it - but until the consultation is reviewed, it remains to be seen which objectives the council will take on board.

In light of Kensington and Chelsea Council's current approach towards both road danger and addressing the climate crisis, we're requesting the following asks of the council's next leader to ensure that their roads are safe for all and decarbonised by 2030.

BETTER STREETS FOR KENSINGTON AND CHELSEA'S ASKS

All of these asks are to be completed by the next local elections in 2026.

- 1. Create a safe borough-wide cycle network so that people of all ages and abilities can make their journeys safely by bike**



- This includes protected cycle lanes on High Street Kensington, Notting Hill Gate and Holland Park Avenue, Chelsea Embankment, Queen's Gate, Chelsea Bridge Road and Warwick Road/Earls Court Road.
- On many other roads protected cycle lanes would not be needed provided that other measures are taken to make them safe, for example by rolling out Low Traffic Neighbourhoods
- Design standards for the network need to meet the requirements of the Department for Transport – set out in [LTN 1/20](#)
- Bring into line the commitment to reduce the number of people killed or seriously injured while walking & cycling (KSIs) by 70% by 2030, against the 2010-14 baseline. This means a 68% reduction by 2026.¹

Why?

- At least ten of the action points in the RBKC Climate Action Plan, in the transport section, will be meaningless (eg cycle training, encourage more people to cycle) without a safe cycling network.
- 113 people were recorded as killed or seriously injured (KSI) on RBKC roads in 2019
- Protected cycle lanes reduce the risk of injury to cyclists by 40-65%²
- Equality: the number one thing that will get most women cycling is space separated from motor traffic.³

2. Work with TfL to fix the most dangerous junctions in the borough and provide pedestrian signals at all signalised junctions

- Improved junctions must have “no [CLOs] critical fails and under the JAT no red-scored turning movements” as per [DfT's LTN 1/20 guidance](#).
- There should be no signalised junctions without signalised pedestrian crossing arms. The borough should work with TfL to ensure pedestrian crossing lights are installed on all arms of all suitable crossings. Cycle crossing lights and markings should also be considered for junctions being improved at the same time.
- Bring into line the commitment to reduce the number of people killed or seriously injured while walking & cycling by 70% by 2030, against the 2010-14 baseline. This means a 68% reduction by 2026.⁴

¹ In line with the Mayor's Vision Zero targets adopted by RBKC council.

² [Cycling Injury Risk in London: Impacts of Road Characteristics and Infrastructure | Published in Findings](#)

³ 67% of women surveyed by Sustrans cited 'space separated from motor traffic' as the number one thing that would get them cycling: [Why don't more women cycle? - Sustrans.org.uk](#)

⁴ In line with the Mayor's Vision Zero targets adopted by RBKC council.

Why?

- Junctions are the most dangerous parts of the cycling and walking network.
- 113 people were recorded as killed or seriously injured on RBKC roads in 2019.

3. Remove through traffic from residential streets by creating low traffic neighbourhoods for all residential areas in the borough

- All possible residential areas (eg those identified in TfL's Strategic Neighbourhood Analysis (SNA), as [mapped here](#)) should be covered by area-wide and high-quality low traffic neighbourhoods substantially removing cut-through motor traffic
- Prioritise those with the greatest need (i.e. darker green areas in the SNA).

Why?

- The removal of through traffic has been shown to cut the risk of injury on neighbourhood streets in half.⁵
- LTNs reduce the overall number of car journeys, improving air quality and reducing health inequalities.

4. Create people-friendly high streets where walking, cycling and spending time are safe and attractive

- To include High Street Kensington; Notting Hill Gate and Holland Park Avenue; the King's Road and/or the Fulham Road
- Introduce street design that reinforces the 20mph speed limit
- Prioritise public transport and active travel, eg timed traffic restrictions
- Increase kerbside planting, seating and cycle parking

5. Make it easier and cheaper to park a cycle than it is to park a car everywhere in the borough

- Rapidly roll out secure and inclusive cycle parking and keep waiting lists short for those who live in, work in and visit the borough at transport interchanges, town centres, amenities, on residential streets and in council estates.
- Provide shared mobility hubs for bikes, e-bikes, e-scooters, cargo e-bikes, as well as shared electric cars.
- Currently resident car parking permits start at just £21/year, compared to £72/year for a bike (and for a bike there are many more people on the waiting list than spaces)

lcc.org.uk/kensington

⁵ [The Impact of Introducing Low Traffic Neighbourhoods on Road Traffic Injuries | Published in Findings](#)