

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA180121-4172

3 March 2021

Dear [REDACTED]

Thank you for your request for information which the GLA received on 18 January 2021. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You asked for;

Please can you provide 1. documents and 2. correspondence regarding all proposals made for walking and cycling improvements made to Kensington and Chelsea council as part of the Streetspace programme in 2020?

Our response to your request is as follows:

Please find attached the information the GLA holds within scope of your request. Please note that some names of members of staff are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely

[REDACTED]
Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

[REDACTED]

From: [REDACTED]@tfl.gov.uk>
Sent: 23 September 2020 13:01
To: Will Norman; [REDACTED]
Cc: [REDACTED] (ST DTO)
Subject: Kensington High Street - Phase 1 scheme
Attachments: KHS.pdf; HSK_v006_v001.jpg; KHS cycle lanes - const programme PHASE 1A -1B DRAFT I2 v1.pdf
Sensitivity: Confidential

Dear Will and [REDACTED]

Please see draft information drawings supplied for Phase 1 of the Kensington High Street scheme for the ~5,000 residents/businesses in the KHS area who are proximate to this scheme. Please note errors are in process of being corrected.

This summarises what is proposed from when construction commences on 28 September. RBKC have confirmed build will start on this date.

Please also see CGI render of what the scheme will look like outside High Street Kensington tube station.

Please note the above programme and drawings should be treated as confidential at this stage and are just for information.

If you have any questions about Phasing e.g. the Phase 2 and TLRN designs please ask. The TLRN designs should hopefully follow in November/December – I should receive a programme in the next week.

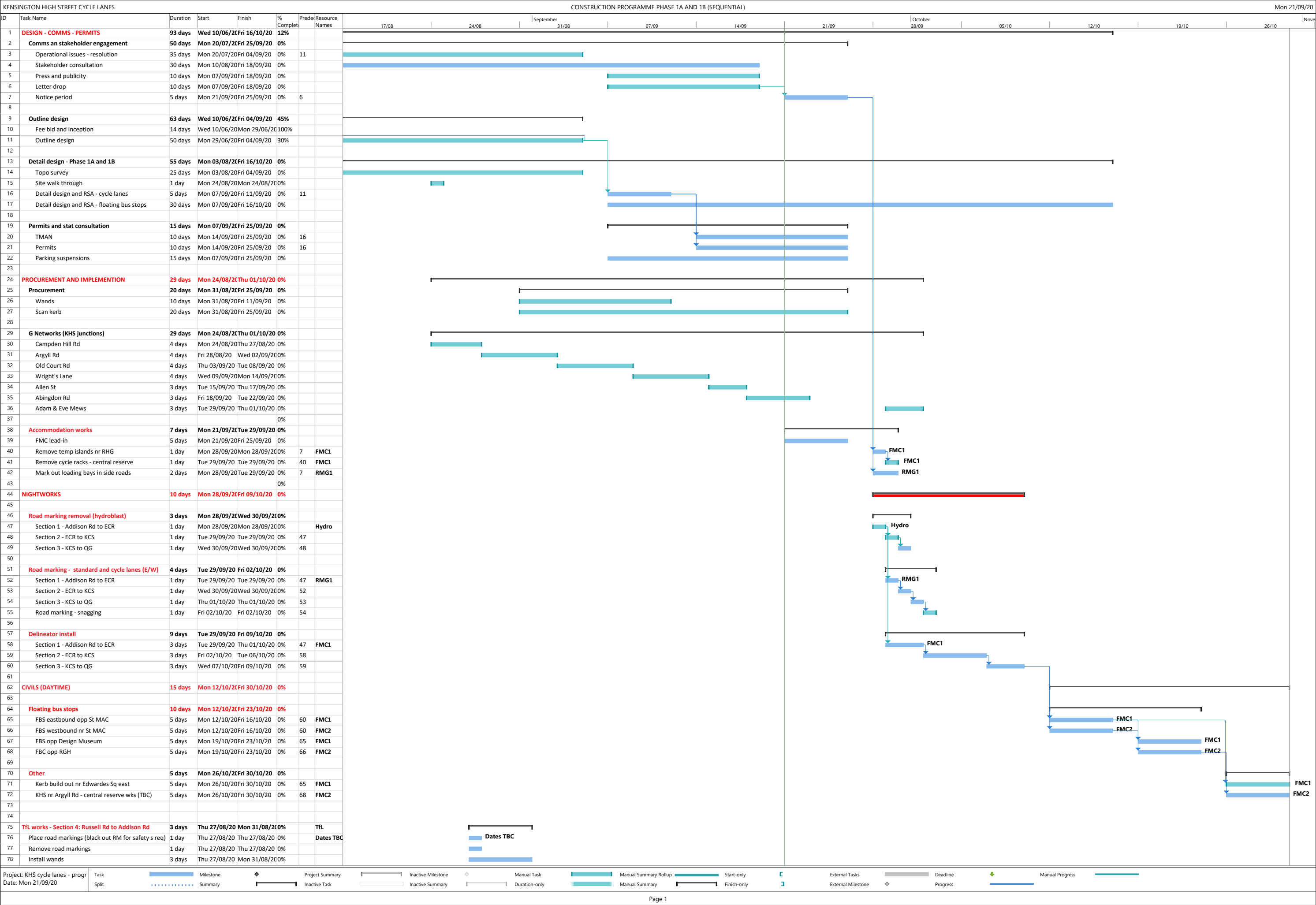
Kind regards,

[REDACTED]
Principal Sponsor | Cycling | Investment Delivery Planning
Palestra | 4th floor – 4R5 | 197 Blackfriars Road | London SE1 8NJ
[REDACTED]@tfl.gov.uk



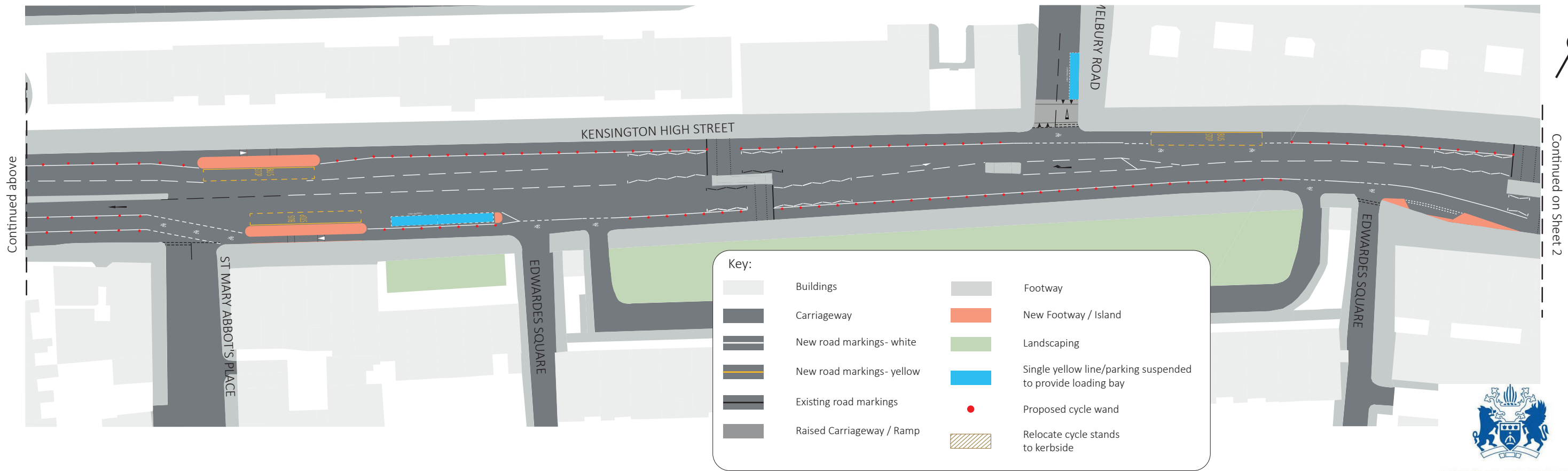
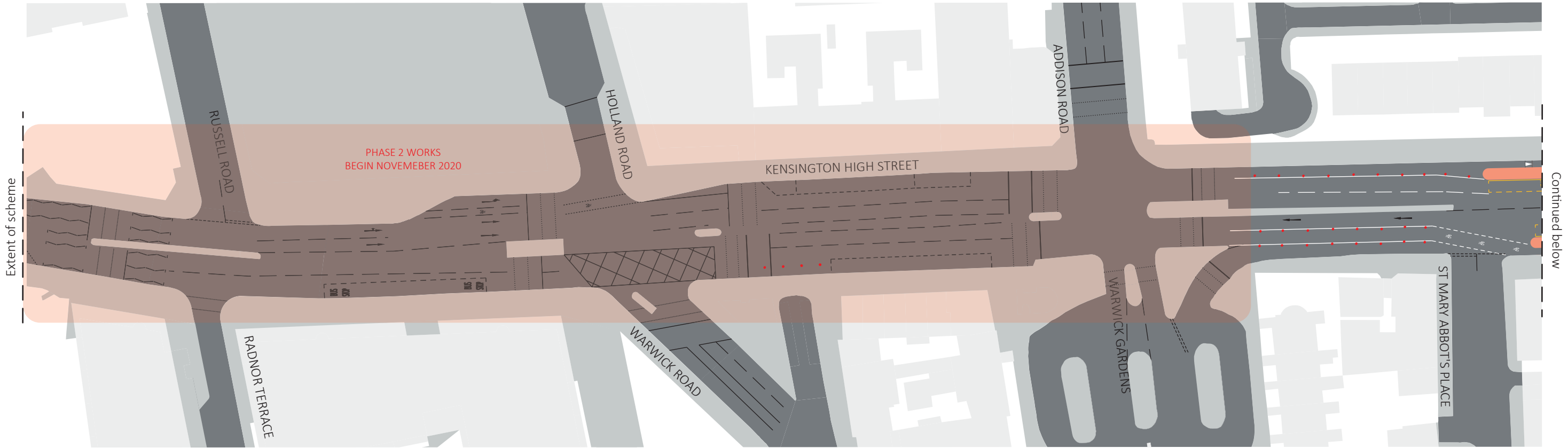
EVERY JOURNEY MATTERS



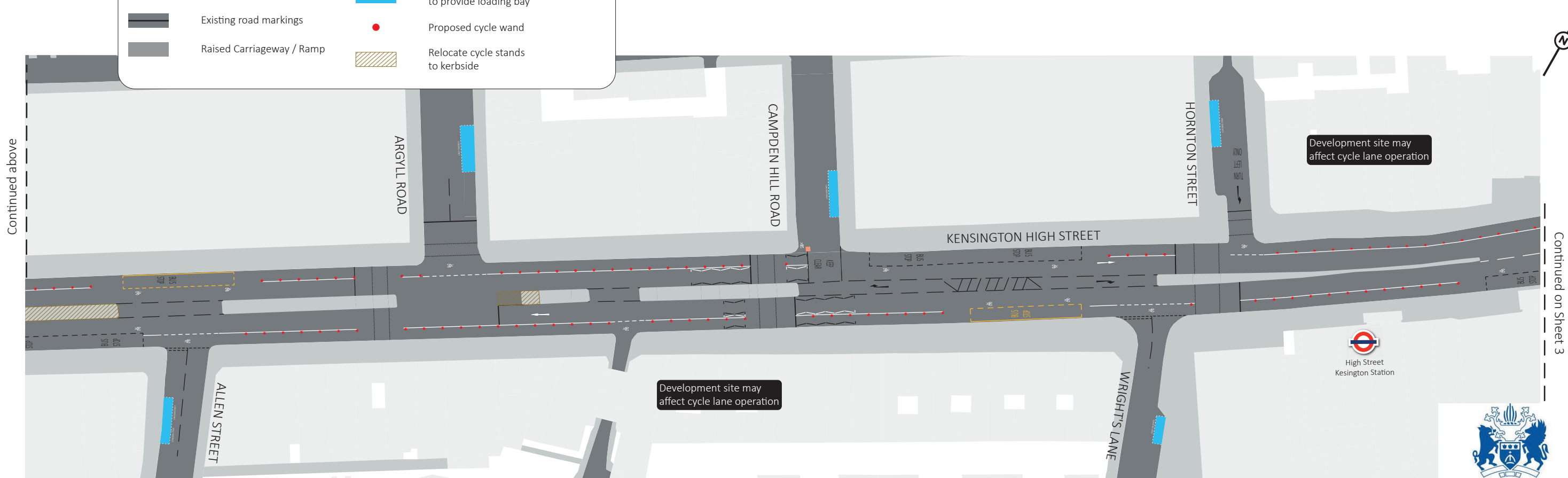
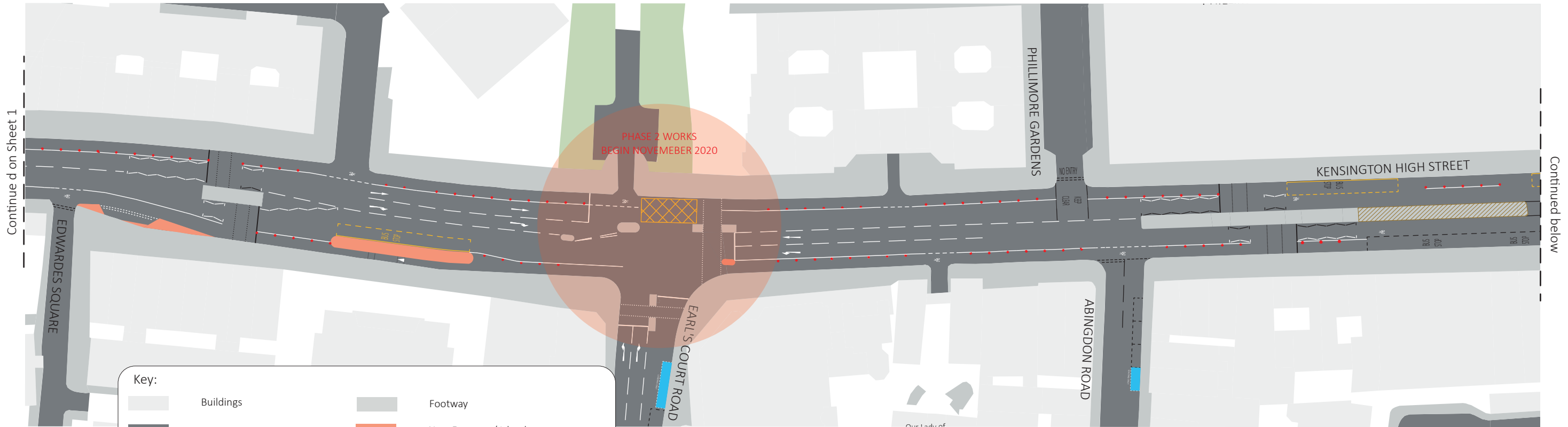


Kensington High Street

Sheet 1 - Radnor Terrace to St Mary Abbot's Place

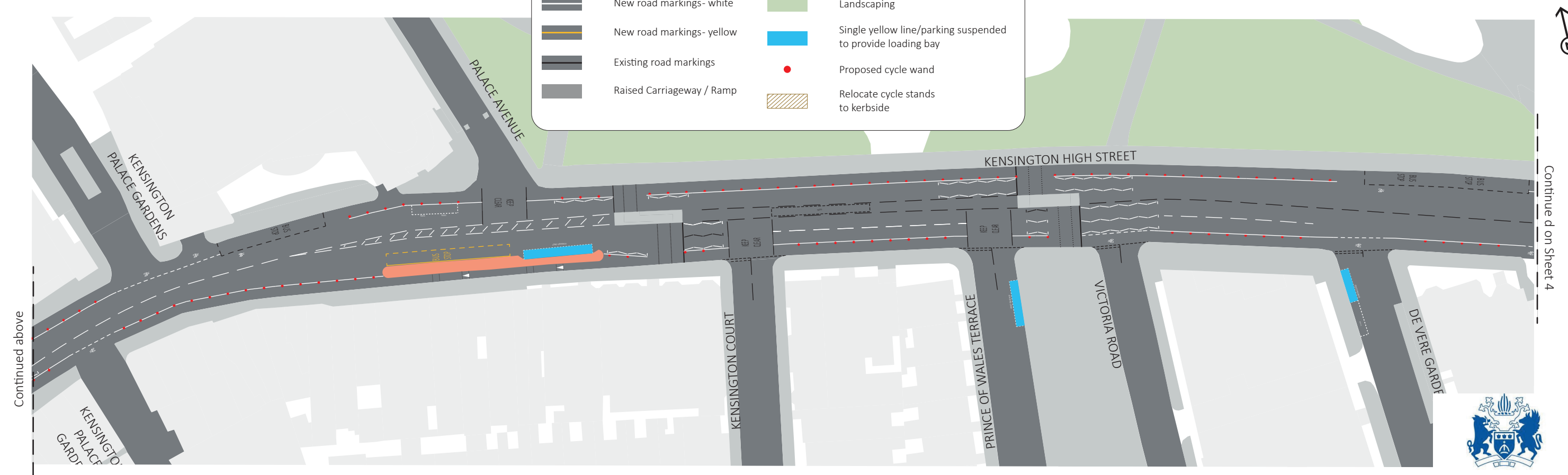
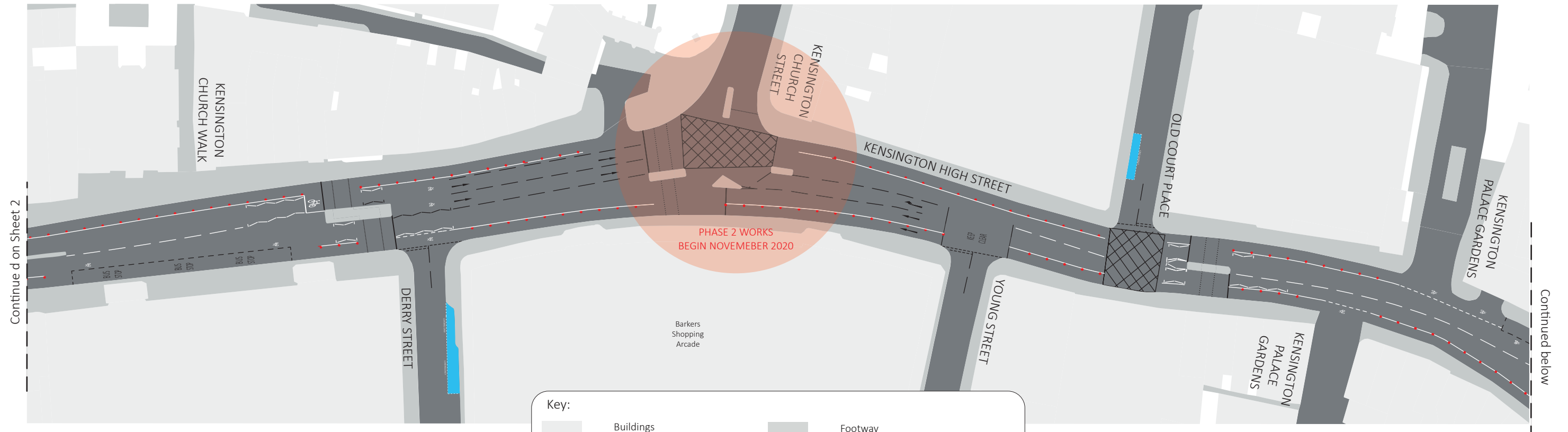


Kensington High Street
Sheet 2 - Edwards Square to Hornton Street

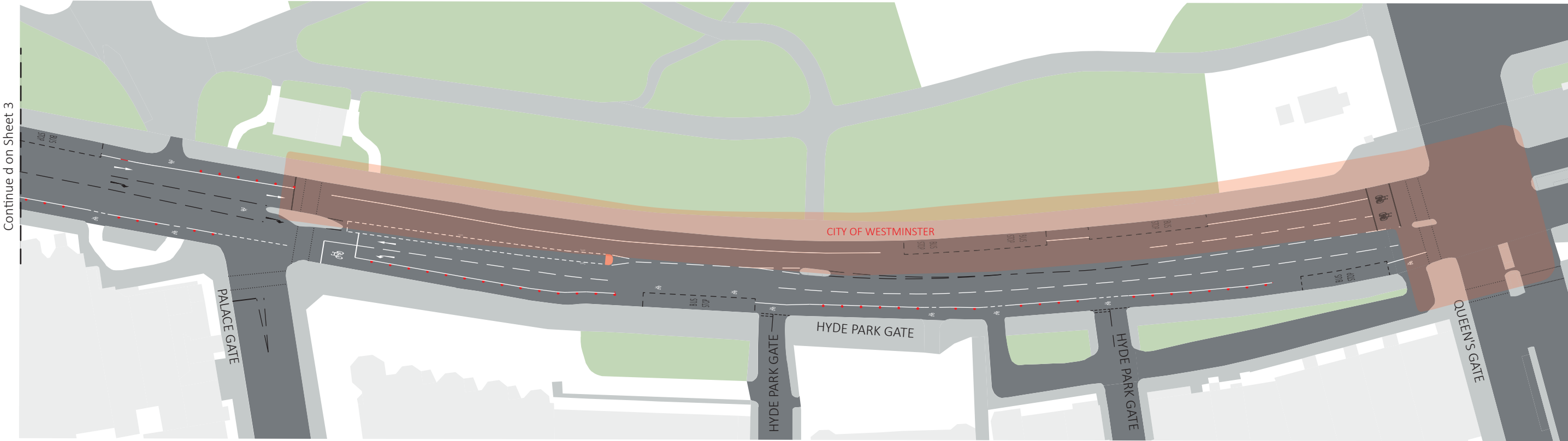


Kensington High Street

Sheet 3 - Kensington Church Walk to De Vere Gardens



Kensington High Street/Hyde Park Gate
Sheet 4 - Palace Gate to Queens Gate



Key:

	Buildings		Footway
	Carriageway		New Footway / Island
	New road markings- white		Landscaping
	New road markings- yellow		Single yellow line/parking suspended to provide loading bay
	Existing road markings		Proposed cycle wand
	Raised Carriageway / Ramp		Relocate cycle stands to kerbside



[REDACTED]

From: Will Norman
Sent: 14 July 2020 14:28
To: cllr.johnny.thalassites@rbkc.gov.uk
Cc: [REDACTED]
Subject: CS8 extension

Dear Johnny

I hope you're well. Good to see some of the changes you're making to your streets taking shape. Bute Street looks totally transformed without the cars!

When we spoke last, I said I would go back around the banned turns we need to make to install a pop-up bike lane on Chelsea Embankment. I'm pleased to say that we've been able to amend the design so that we do not need to ban the left turn into Beaufort Street. This, alongside leaving open The Royal Hospital Road left turn, will mean a much lesser impact on your residents accessing Chelsea by car. I trust that this is an acceptable compromise. We're looking to move to construction as soon as possible now.

Best regards

Will

Will Norman

Mayor's Walking & Cycling Commissioner

City Hall | The Queen's Walk | London | SE1 2AA

 *Please consider the environment before printing this e-mail*

From: [REDACTED]@tfl.gov.uk>
Sent: 08 July 2020 17:24
To: [REDACTED]; Will Norman
Cc: [REDACTED]
Subject: CS8 Strategic Info

Hi Will, [REDACTED]

[REDACTED] has kindly provided some info on the CS8U and CS8X – see summary below. Note the section of CS8X that's in flight right now spans the both CS8X rows in the table (Chelsea Bridge to *Battersea Bridge*). Feel free to let us know any questions.

Overview

The whole route is in the top 5% for pre-COVID and potential cycling demand.

Strategic Analysis team advice is not to quote the theoretical potential demand figures, however for reference 'top 5%' potential demand means more than c7,500 cycles (12h).

CS8 Summary of modelled cycling demand

	Pre-COVID cycling demand (2 way 7am-7pm) based on uplifted 2016 counts	Pre-COVID cycling demand (% London wide)	Potential cycling demand switching Public Transport (% London wide)
CS8U Phase 1 - Lambeth Bridge to Vauxhall Bridge	6,127	Top 5%	Top 5%
CS8U Phase 1 - Vauxhall Bridge to Chelsea Bridge	4,508	Top 5%	Top 5%
CS8U Phase 2 - A3216	4,850	Top 5%	Top 5%
CS8U Phase 2 - A3205 from A3216 to A3220	2,468	Top 5%	Top 5%
CS8U Phase 2 - A3205 from A3220 to A214	3,012	Top 5%	Top 5%
CS8X - Chelsea Bridge to Albert Bridge	2,677	Top 5%	Top 5%
CS8X - Albert Bridge to Lots Road	3,392	Top 5%	Top 5%

Note: further analysis is required to provide a total for cycling numbers across multiple links eg. The whole of Phase 1 or Phase 1 + Extension. From a design perspective, the data in the table would be sufficient to inform the design.

Bridges

In terms of pre-Covid cycle demand (two-way 7am-7pm):

- Chelsea Bridge: 4,580 cycles (top 5%)
- Albert Bridge: 1,400 (also top 5% but only just)
- Battersea Bridge: 2,509 (top 5%)

Note that Chelsea Bridge is strategic for buses whereas Albert Bridge of course is not. The Embankment between Albert Bridge and Chelsea Bridge is not strategic for buses so could be a good case to move the route off Battersea Park Road which is strategic for buses, and tie in with the cycle route on Oakley Street as well.

Note that Embankment is strategic for LGV freight but then again so is Battersea Park Road; but of the three bridges only Battersea Bridge is strategic for freight.

Cheers

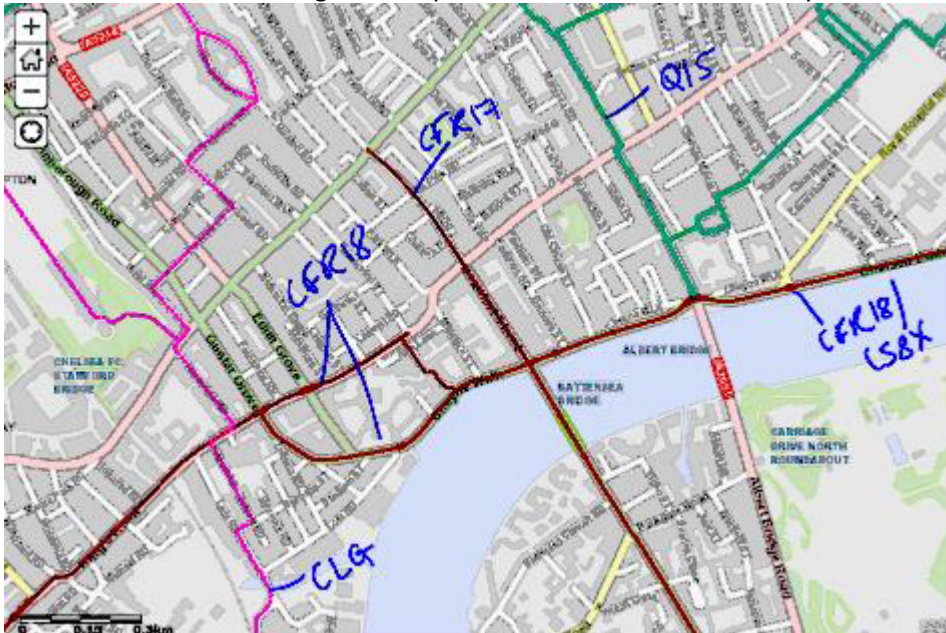
From: [REDACTED]@tfl.gov.uk>
Sent: 24 June 2020 18:30
To: [REDACTED]; Will Norman
Cc: [REDACTED]
Subject: CS8X 24.06.2020
Attachments: CS8X Overview 19.06.2020.pptx; CSDCS8-TFL-FEA-01-DR-TE-01-CS8X_S_1A-P02 DRAFT 19.06.2020.pdf; CS8 Banned Turns 24.06.2020.xlsx

Good evening

The spreadsheet attached has all the background info on the CS8X – the **main paragraph in the summary tab** is probably best to cover everything quickly before you meet RBKC.

[REDACTED] contacted [REDACTED] regarding the decisions on the banned turns and requesting more information. Helen and yourselves now have this summary, but as yet it hasn't gone to [REDACTED] Hopefully this gives you the foot up with discussions.

I also find I need reminding of what possible connections are nearby, so in case this is useful:



I'm off until Monday now but [REDACTED] is working Thursday, or drop me a line on my mobile.

Hope it goes well!

Cheers

From: [REDACTED]
Sent: 19 June 2020 18:03
To: [REDACTED]@london.gov.uk>; Norman Will (Will Norman, Walking & Cycling Commissioner) [REDACTED]@tfl.gov.uk>
Cc: [REDACTED]@tfl.gov.uk>
Subject: CS8X - drafts 19.06.2020

Hi Will, [REDACTED]

Attached are the latest draft designs for the CS8X from Chelsea Bridge to Battersea Bridge.

Also a short summary overview with the key design principles.

I have been speaking at length and positively with RBKC officers [REDACTED] and [REDACTED]. They are aware of the design, the nuances and reasoning but concerns have been raised internally. They particularly want to see a graduated implementation and ideally with Albert Bridge left-turn ban removed from the proposals. Note - we are relying on them to remove the 52 resi parking bays (low occupancy) on the section of (TLRN) scheme which provides the segregated lanes in both directions.

I can provide more info as needed, just let me know.

Cheers

[REDACTED]

Principal Sponsor | Investment Delivery Planning

[REDACTED]

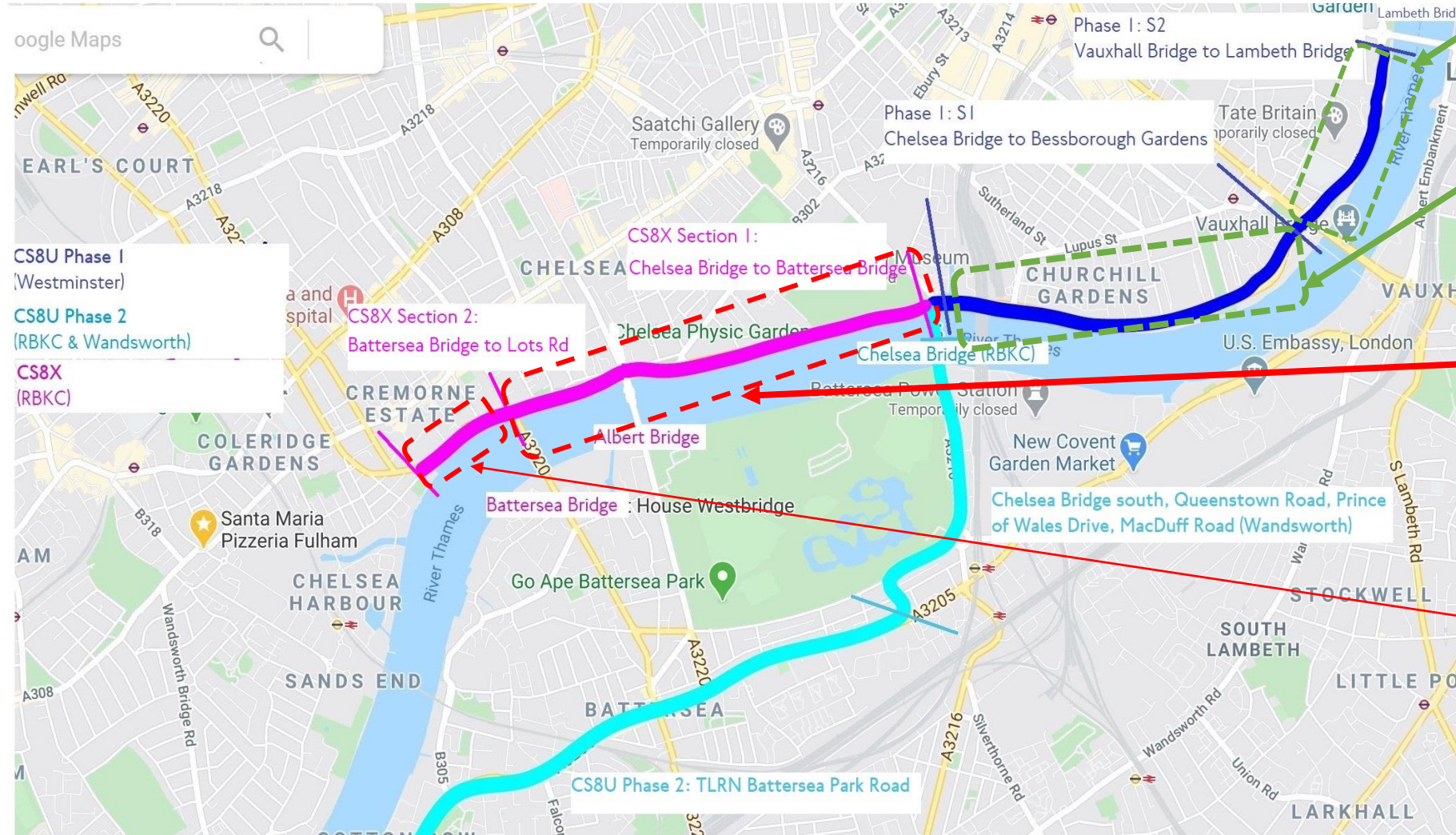
tfl.gov.uk

CS8X Draft Overview

TfL ONLY

Scheme approval pending. Information not to be shared.

CS8 extension – Chelsea Bridge to Battersea Bridge



CS8U Section 2:
Construction
completes 21 June

CS8U Section 1:
Construction
completed 6 June

CS8X Section 1:
(1.7km)

CS8X Section 2 :
Future discussion
(0.4km)

CS8 extension – overview of Chelsea Bridge to Battersea Bridge

- **1.7km** cycle route with **x4 uplift in cycling potential**
- **Hybrid facility** of with-flow wand-segregated cycle lanes and new bus lanes, cyclists stay in carriageway at bus stops
- **Several banned turns:** traffic to use strategic TLRN network
- Additional **500m+ of new bus lanes:** 24/7 for bus and cycle only, including up to junctions
- **20mph** to be included
- Narrow Thames Tideway section until 2023
- 31 turning collisions with more than half (16) at the 3 bridges (Battersea, Albert, Chelsea – 2016-19 data)
- Balance of junction improvements e.g. early releases on signals equipment where this is possible and banned turns where protection is required but unable to alter the junction without changes to MOC / civils / space.



EVERY JOURNEY MATTERS

Key Network Changes on CS8U and CS8X

CS8X: 12/03

- No left-turn from Cheyne Walk into Beaufort Street, Except Buses.
- No right-turn from Cheyne Walk onto Battersea Bridge extended to 24/7

CS8X: 12/05

All movements retained at RHR/Chelsea Embankment.
Proposed cycle logos and colour patches (TBC cycle gate for longer-term)

CS8X: 01/87

No left-turn from Chelsea Embankment into Chelsea Bridge Road, Except Buses

CS8U:

No left-turn from Grosvenor Road onto Chelsea Bridge (live)

CS8U:

No left-turn from Grosvenor Road into Bessborough Gardens (live)

CS8X: 12/02

No left-turn from Chelsea Embankment into Oakley Street

CS8X: 12/02

No left-turn from Chelsea Embankment onto Albert Bridge

CS8U:

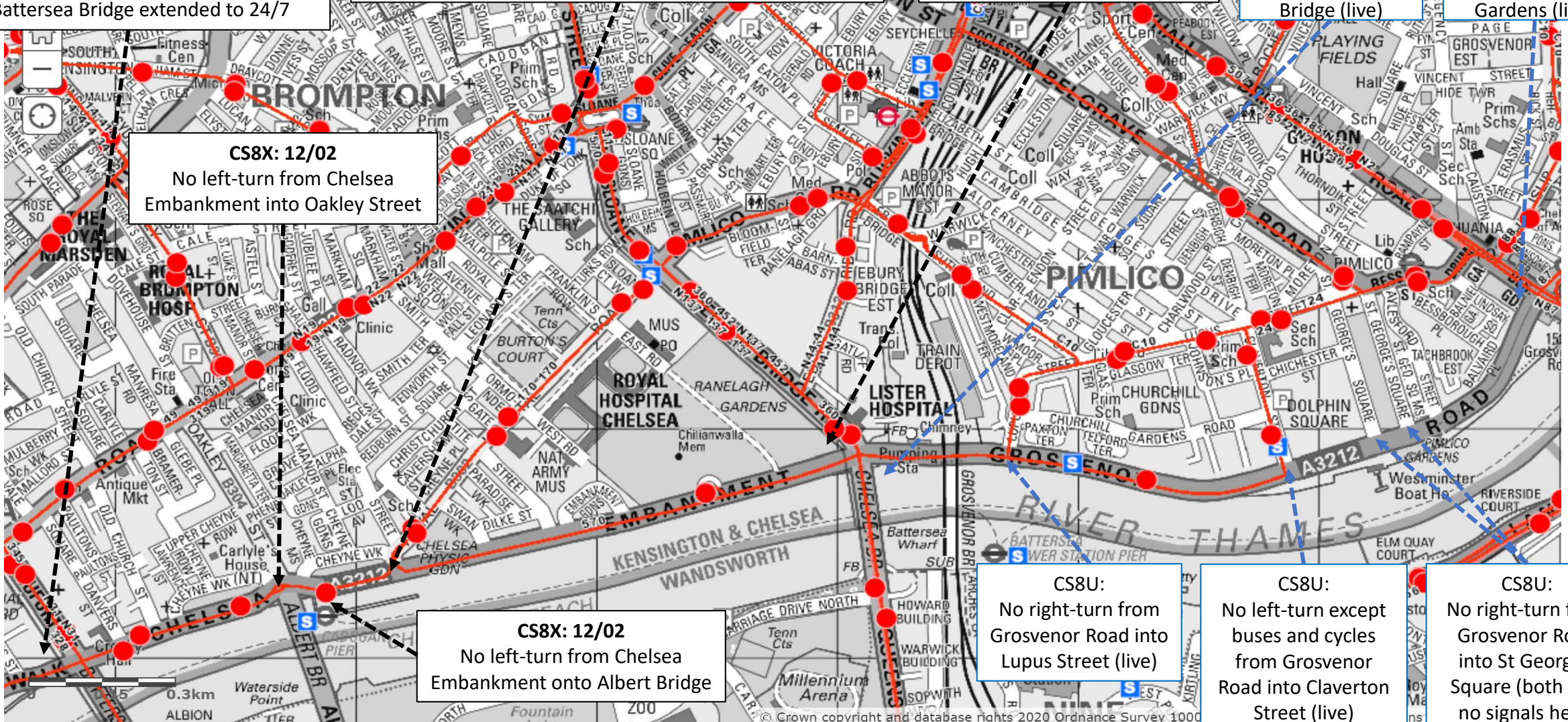
No right-turn from Grosvenor Road into Lupus Street (live)

CS8U:

No left-turn except buses and cycles from Grosvenor Road into Claverton Street (live)

CS8U:

No right-turn from Grosvenor Road into St George's Square (both live, no signals here)



CYCLES: Key Design Elements on CS8U and CS8X (excl. banned movements)

CS8X: 12/05: Royal Hospital Road to Albert Bridge

- Junction short term (H1): cycle logos and colour patches
- Junction long term (H2): cycle gate/signal changes TBC
- WB bus lane, 347m long, 3.2m-5.0m wide, 24/7, no motorcycles, no taxis
- EB mandatory cycle lane with light segregation (2.6-3.0m wide)

CS8X: Albert Bridge to Battersea Bridge

- EB mandatory cycle lane with light segregation (2.2-3.1m wide)
- WB bus/cycle lane: 168m long, 3.0m wide, 24/7, no motorcycles, no taxis
- Primary position cycle logos on WB approach to Battersea Bridge (west of end of bus lane)

CS8X: Battersea Bridge to Lots Road

- Proposals still to be developed

CS8U: Vauxhall Bridge to Lambeth Bridge

- Cycle route upgraded with light-segregation
- EB bus stop bypass at bus stop T
- WB coach parking suspended and reduced kerbside activity
- WB bus stop NC relocated 90m west and shortened to fit coach bay

CS8U: Vauxhall Bridge junction

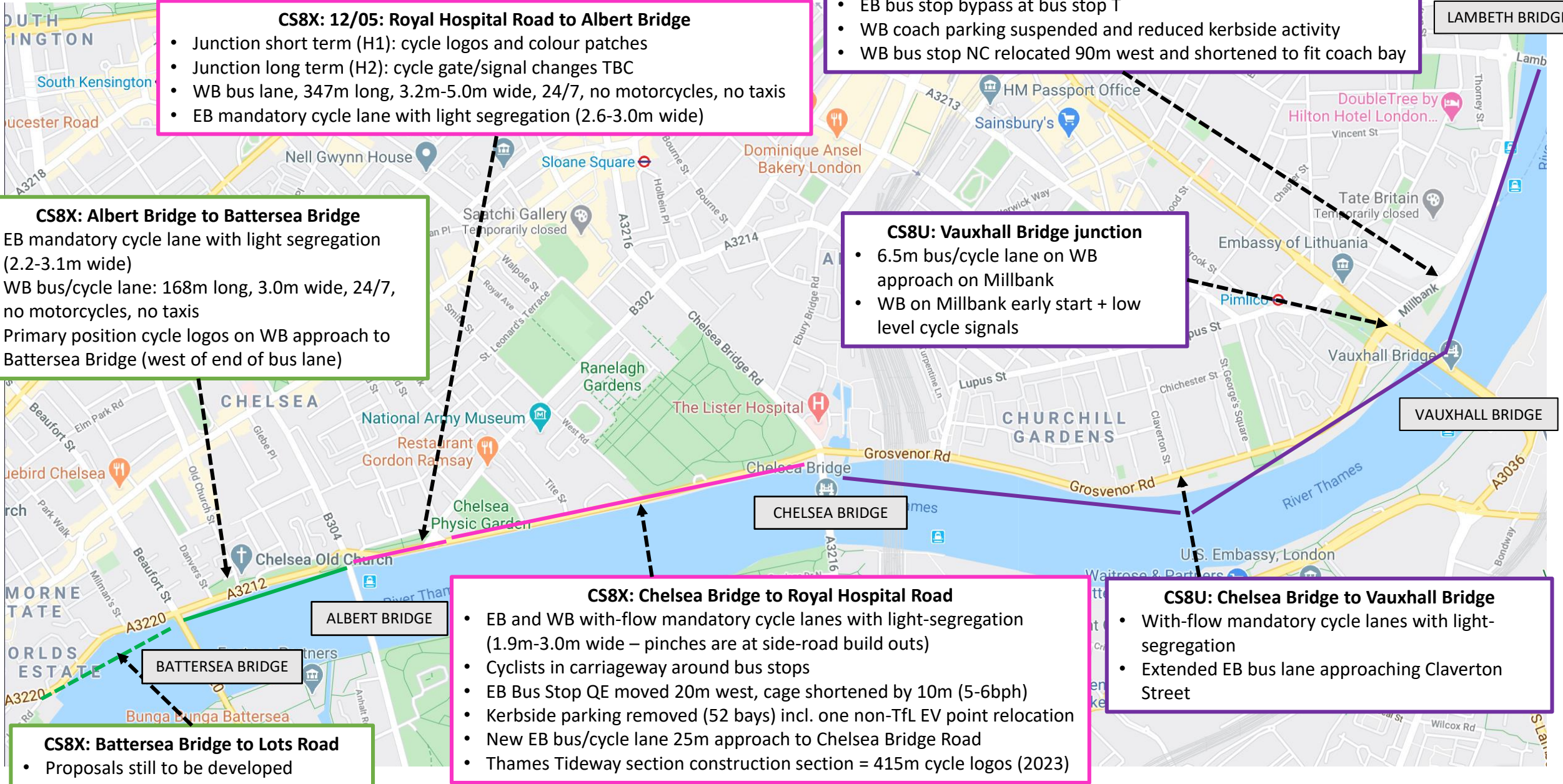
- 6.5m bus/cycle lane on WB approach on Millbank
- WB on Millbank early start + low level cycle signals

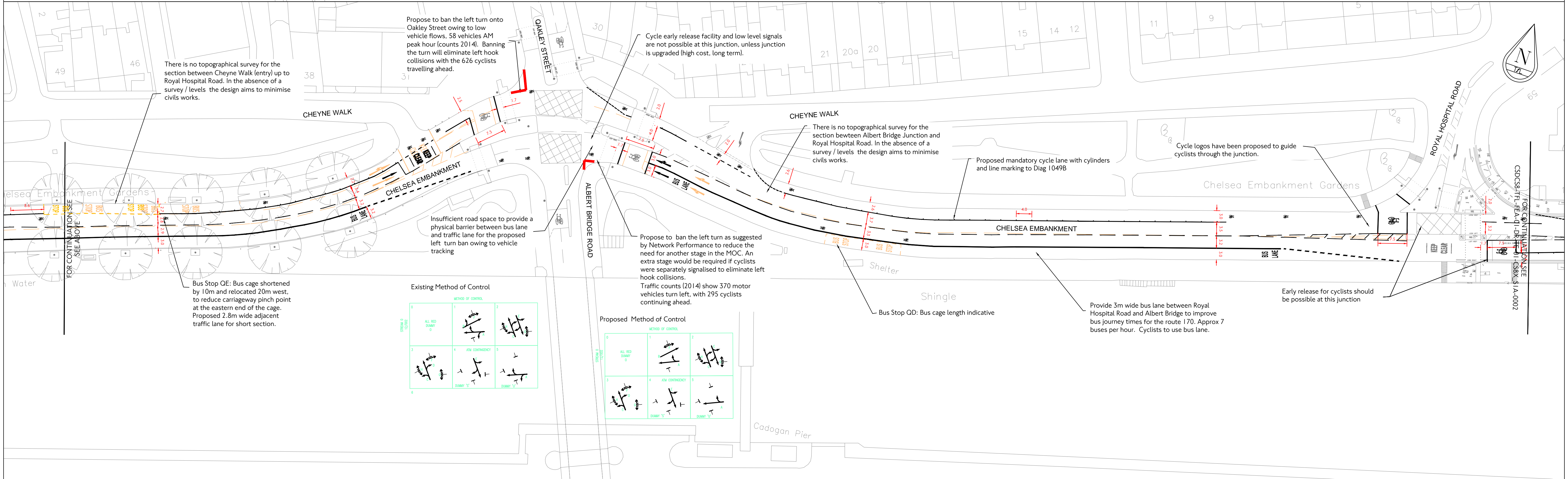
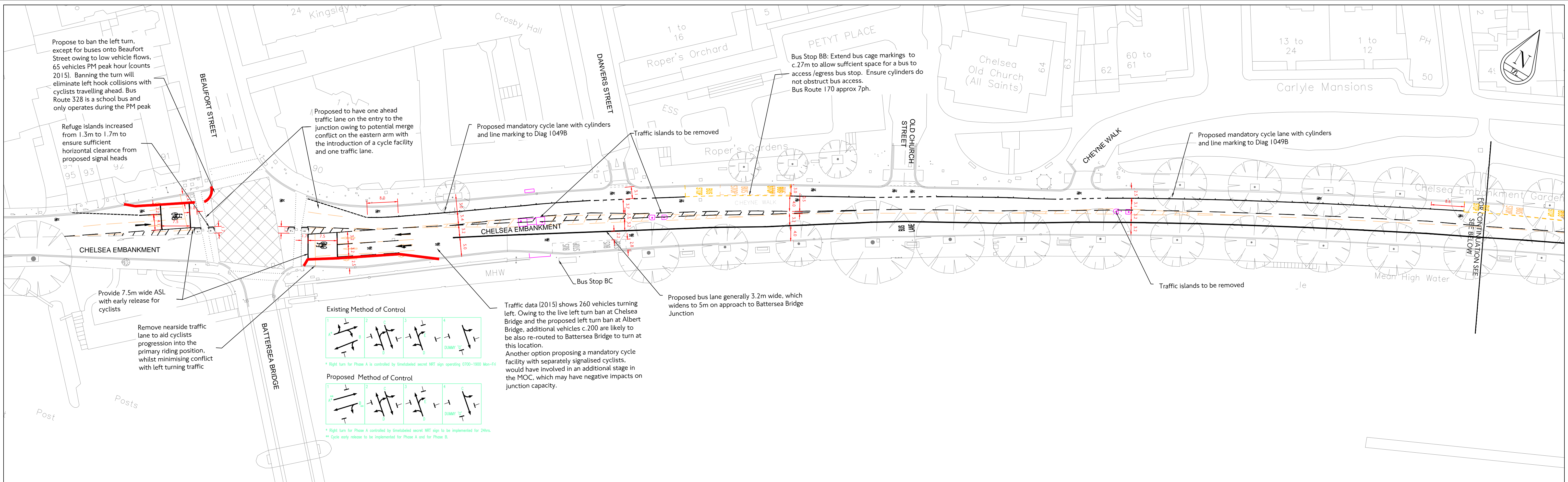
CS8X: Chelsea Bridge to Royal Hospital Road

- EB and WB with-flow mandatory cycle lanes with light-segregation (1.9m-3.0m wide – pinches are at side-road build outs)
- Cyclists in carriageway around bus stops
- EB Bus Stop QE moved 20m west, cage shortened by 10m (5-6bph)
- Kerbside parking removed (52 bays) incl. one non-TfL EV point relocation
- New EB bus/cycle lane 25m approach to Chelsea Bridge Road
- Thames Tideway section construction section = 415m cycle logos (2023)

CS8U: Chelsea Bridge to Vauxhall Bridge

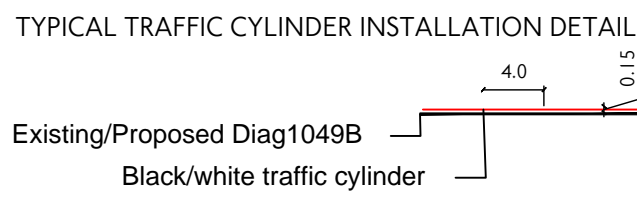
- With-flow mandatory cycle lanes with light-segregation
- Extended EB bus lane approaching Claverton Street





KEY

- Cycle barrier (assumed width of 600mm)
- Existing road marking to be removed
- Proposed kerb
- Proposed road marking - White
- Proposed road marking - Yellow
- Proposed Traffic Cylinders spaced 4m c/c



NOTES

- Layouts are indicative only.
- Temporary traffic management design to be undertaken by a competent contractor in line with relevant Code of Practice.
- Design subject to change following monitoring.
- No signage or wayfinding has been included - to be developed by TTM designer as required.
- Where road marking removal is required this will be done by appropriate methods as discussed with TfL Highways
- Where road marking removal is unclear due to discrepancy with topographical survey resident engineer to confirm
- All road markings shall comply with the Traffic Signs Regulations and General Directions 2016
- *EAG - Engineering Assurance Group (TfL Engineering)

rev	date	details	dm	chk	app
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rev	date	details	dm	chk	app
P02	18/06/20	Changes made following engineering assurance	RP	KA	*EAG
rev	date	details	dm	chk	app
sub	date	details	dm	chk	app
drawing No	drawing No	drawing No	drawing No	drawing No	drawing No

RB Kensington & Chelsea
Temporary Cycling CS8x Section 1A
Upgrade work - Phase I

FEASIBILITY DESIGN

Transport for London
TfL Engineering

Traffic Design Engineering

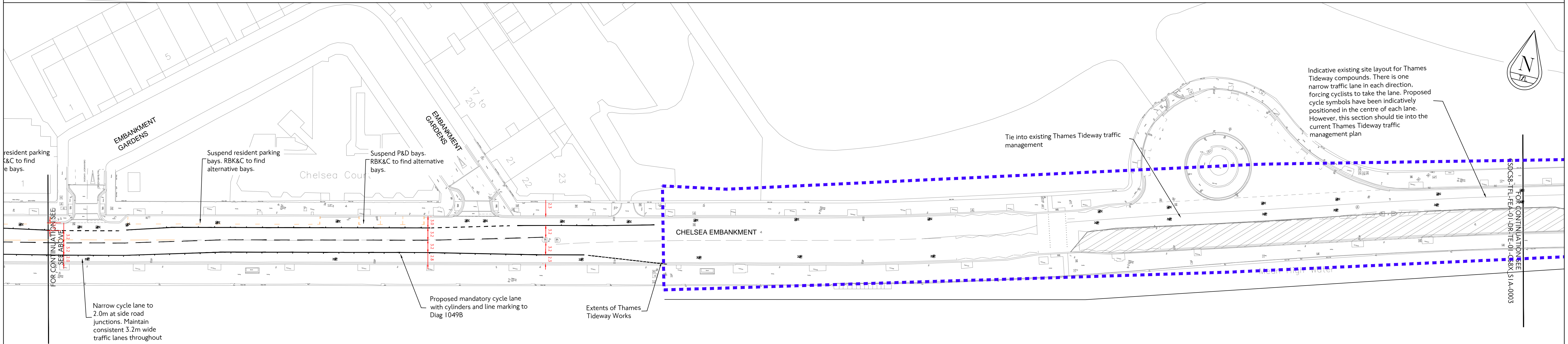
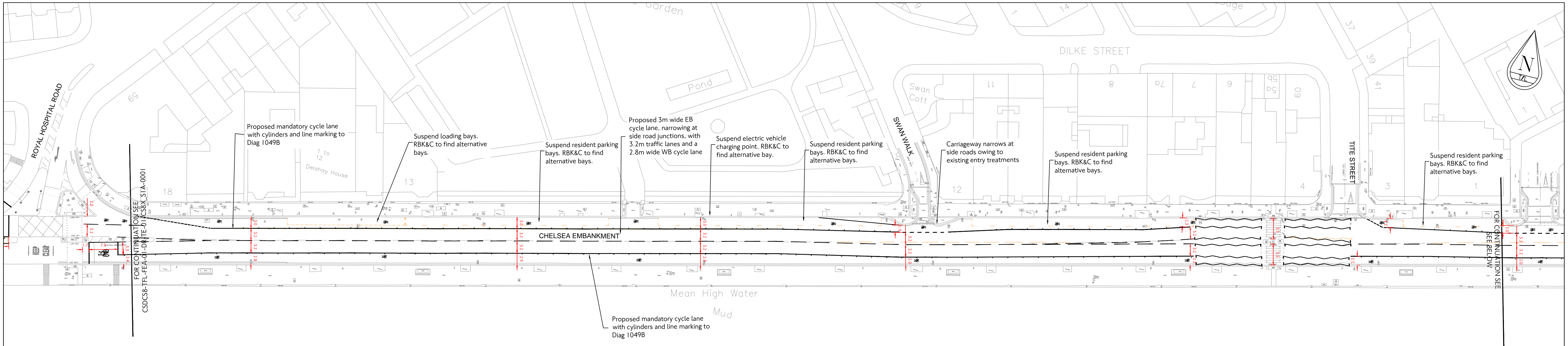
Palestra
197 Blackfriars Road
London SE1 8NJ

date JUN 20
scale 1:500 @ A1
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revision 1
drawing No

CSDCS8-TFL-TEA-01-DR-TE-01-CS8X_S_1A-0001

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KEY

- Cycle barrier (assumed width of 600mm)
- Existing road marking to be removed
- Proposed kerb
- Proposed road marking - White
- Proposed road marking - Yellow
- Proposed Traffic Cylinders spaced 4m c/c

TYPICAL TRAFFIC CYLINDER INSTALLATION DETAIL
Existing/Proposed Diag1049B
Black/white traffic cylinder

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- *EAG - Engineering Assurance Group (TfL Engineering)

Transport for London TfL Engineering		Traffic Design Engineering	
P02		P02	
18/06/20		Changes made following engineering assurance	
rev		date	
details		dm	
app		app	
scheme		drawing No	
RB Kensington & Chelsea		Temporary Cycling CS8x Section 1A	
Upgrade work - Phase I		FEASIBILITY DESIGN	
date		scale	
JUN 20		1:500 @ A1	
subability		S3	
drawing No		FOR COMMENT	
CSDCS8-TFL-FA-01-DR-TE-01-CS8X_S_1A-0002		P02	
project		revision	
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We expect a large increase in the cycle flows along this key strategic cycling corridor. Demand is anticipated to be up to four times the pre-COVID level, and the route already sits in the top 5% for existing demand according to the SCA. The banned turns have been selected to provide a balance across the junctions in terms of turning numbers, safety risk, junction capacity and capability of the existing signals infrastructure. Where protection for cyclists cannot be provided quickly through physical separation or signals, we have opted to ban key turning movements. The reassignment of motor traffic is expected to be low to medium and onto strategic network which has capacity for these flows.

It is accepted that the quality of the temporary cycling facilities is limited by the need to support bus journeys and to accelerate construction in the most cost and time-efficient way. Within these parameters, we should still take every option, even if this is the minimum available in order to reduce risk for cyclists at the large junctions. Banned movements can be readily monitored and easily installed/deinstalled.

RBKC requested for existing movements at Royal Hospital Road to be retained, this has been included in the proposals. The left turn onto Albert Bridge has been requested to remain open by the borough. Without the banned left turn onto Albert Bridge, no provision for cyclists can be provided without full signal modernisation. Even with new signals infrastructure, opening the left turn would have a significant impact to all users: reducing the westbound saturation flow, removing bus lane, removing cycle provision and removing the opportunity for adding a new pedestrian crossing on the southern arm. In the absence of testing, Network Performance expect in the region of 2-5mins of additional delay for all users at the junction including buses and traffic. Full justification for all banned turn decisions is included in the table.

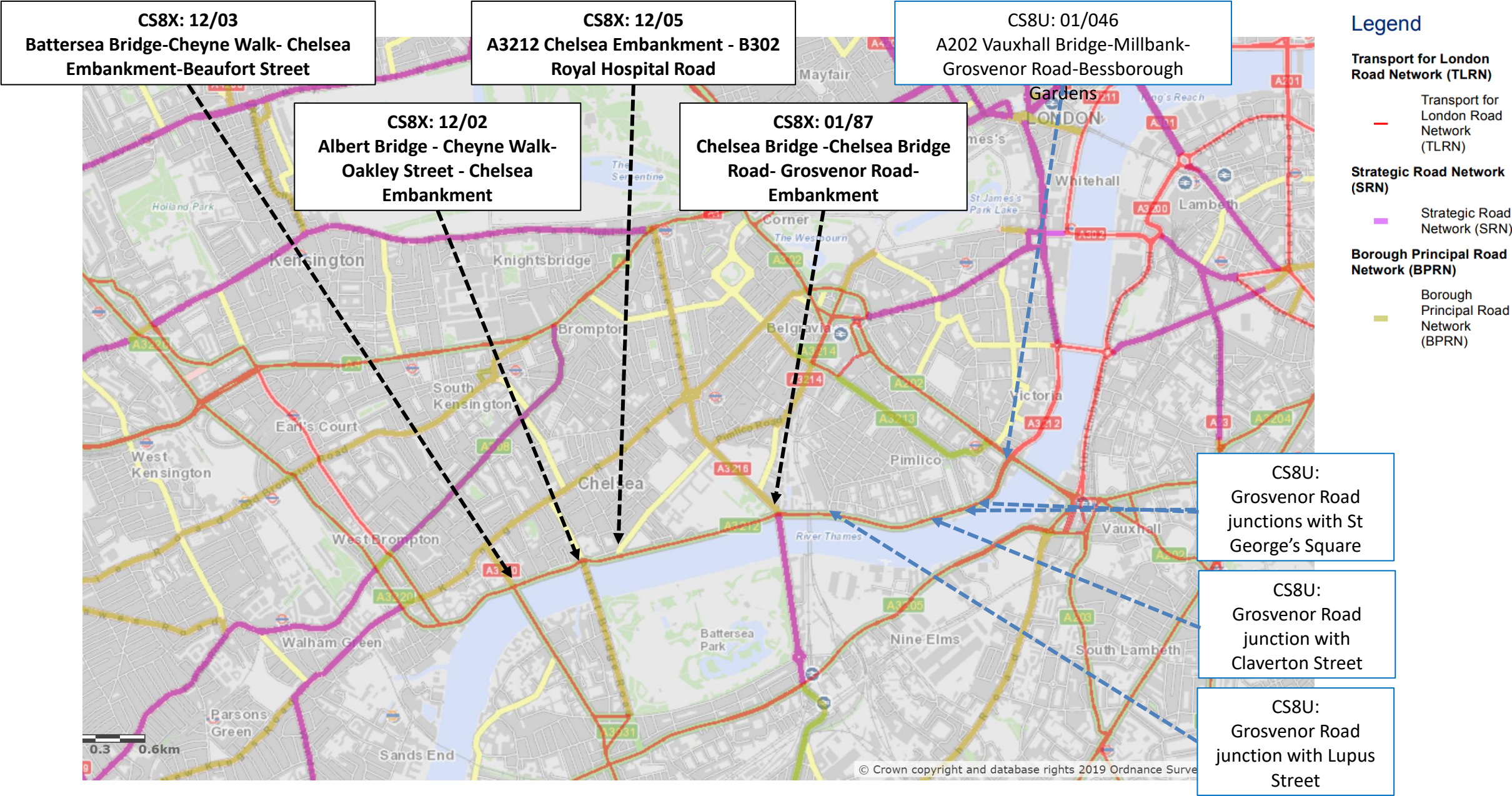
Agreement from RBKC for the proposals is required for suspending 52 residential parking bays (49 permits with 3 Pay & Display) along Chelsea Embankment. The bays are deemed low occupancy by RBKC and are currently 2.1m wide. The cycle facility on this section will be with-flow cycle lanes with light segregation. Without these bays suspended the cycle facility in both directions on this section will be compromised (a narrow 1.8m cycle track behind a sub-standard width (0.5m) parking buffer islands and 1.8m parking bays).

Taxi flows: East to South = 16/260 (AM) , 122/888 (PM). East to West = 28/1470 (AM), 100/2980 (PM). East to North = 3/307 (AM), 28/332 (PM). West = no bus lanes.

Additional 24/7 bus lane added as part of these proposals = 540m
(Royal Hospital Road junction to Albert Bridge = 168m bus lane, Albert Bridge to Battersea Bridge = 347m, EB approach to Chelsea Bridge Road = 25m)

Borough	Junction	Early release possible with current signals?	Summary	Network Impacts	Comments
RBKC	12/003 Battersea Bridge- Cheyne Walk- Chelsea Embankment- Beaufort Street	Yes	Ban left turn onto Beaufort Street, except for buses. Protecting westbound cyclists. Traffic may access Beaufort Street via Kings Road.	Low	Battersea Bridge is a Safer Junction (improvements for pedestrian crossings)
	12/002 Albert Bridge - Cheyne Walk-Oakley Street - Chelsea Embankment	No	Ban left turn onto Oakley Street, protecting westbound cyclists. Traffic will need to access Oakley Street via Kings Road.	Low	Early release can be added if junction signals are modernised in H2, this is likely to be acceptable for Network Performance. 12-16 week lead in for signal upgrade.
			Ban left turn onto Albert Bridge, protecting westbound cyclists and providing additional bus lane. Traffic currently using Albert Bridge will re-route. Reassignment may be over Battersea Bridge via Chelsea Embankment, Vauxhall Bridge via Nine Elms Lane. Approaching Albert Bridge via Kings Road and Oakley Street is likely to low due to very limited access to Kings Road from Grosvenor Road (2km diversion).	Med	Early release can be added if junction signals are modernised (H2). If left turn is unbanned and a left-only and ahead/right lane is provided, this would remove all cycle facility on the approach and reduce the length of the westbound bus lane. To retain nearside cycling facilities (bus lane with 7.5m ASL), there would be one lane for all westbound traffic left/ahead/right lane which would reduce the saturation flow and increase delay to all road users. There is an aspiration to introduce a new pedestrian crossing on the south side of the junction. Banning the left-turn and modernising signals is likely to allow this to be realised.
	12/005 A3212 Chelsea Embankment - B302 Royal Hospital Road	Yes	No change = no reassignment. All existing turns to remain open as requested by borough.	N/A	There is an option for an eastbound cycle gate (H2). This would require a signals overhaul and would protect cyclists from the left-turn movements without imposing a left turn ban. The proposal does not add another stage to the MOC but increases intergreens and phase delays. There is approx. 8 week lead in for design and build.
	01/87 Chelsea Bridge - Chelsea Bridge Road- Grosvenor Road- Embankment	No	Ban left turn from Chelsea Embankment onto Chelsea Bridge Road. Access retained for coaches and new bus/cycle lane provided. Reassignment to Kings Road and Lower Sloane Street to access Chelsea Bridge Road via Sloane Square. Access via Royal Hospital Road is limited due to the existing banned right turn from Royal Hospital Road onto Chelsea Bridge Road. Alternatively, traffic could access Ebury Bridge Road.	Low	Left-turn ban supported by the borough, Bus Client and Coach Client.
			Banned left turn from Grosvenor Road onto Chelsea Bridge, protecting cyclists. Traffic turning left onto Chelsea Bridge will need to use Vauxhall Bridge.	Low	Implemented
WCC	Grosvenor Road junction with Lupus Street	N/A	Banned right turn from Grosevnor Road into Lupus Street. Traffic will need to access Lupus Street via Claverton Street.	Low	Implemented
	Grosvenor Road junction with Claverton Street	N/A	Banned left turn from Grosvenor Road to Claverton Street except buses or cyclists. Traffic may access Claverton Street via Lupus Street.	Low	Implemented
	01/046 A202 Vauxhall Bridge-Millbank- Grosvenor Road- Bessborough Gardens	Yes	Banned left turn from Grosvenor Road onto Bessborough Gardens, protecting cyclists. Traffic will need to access Vauxhall Bridge Road via Lupus Street.	Low	Implemented

Junctions on CS8U and CS8X



CS8 Banned Turns

Borough	Junction	Signals Infrastructure and Operation	Proposed Banned Turns	Anticipated Traffic Reassignment	Proposed Design & Rationale	Network Management Impacts/Comments	Design Impacts/Comments	Traffic Composition
RBKC	12/003 Battersea Bridge-Cheyne Walk- Chelsea Embankment-Beaufort Street	Early Release and Low Level Signals are possible No Pedestrian Facilities	Ban left turn onto Beaufort Street, except for buses (Bus 328 school bus PM peak)	Traffic will need to access Beaufort Street via Kings Road.	Banning this turn will reduce any potential left hook issues. Although it is noted no left hook collisions have occurred at this turn in the previous 36 mths of collision data. Cyclists travelling ahead (c.600) could do so safely. Design: Barrier off nearside lane, provide one cycle lane and one ahead traffic lane	Low traffic flow for this left turn, impact of reassignment via Kings Road not expected to be significant.	If left turn onto Beaufort St is reinstated, then there would be a potential for left hook collisions. However, given the low number of left-turners this may be acceptable to the design team and the design would be updated to show a cycle lane / left turn lane / ahead lane on the eastbound approach to this junction.	Peak 07:30-08:30 Total = 42 Car = 21 Taxi = 2 HGV = 0 Bus = 0 MC = 8 PC = 6 Other = 5
	12/002 Albert Bridge - Cheyne Walk-Oakley Street - Chelsea Embankment	Early Release not possible at this junction due to age of signals infrastructure	Ban left turn onto Oakley Street Ban left turn onto Albert Bridge	Traffic will need to access Oakley Street via Kings Road. Traffic currently using Albert Bridge will have to find an alternative route. Depending on their final destination, reassignment may be over Battersea Bridge via Chelsea Embankment or Vauxhall Bridge via Nine Elms Lane. Some traffic may continue to use Albert Bridge via Kings Road and Oakley Street, however, the demand for this is likely to be very limited due to the limited access to Kings Road from Grosvenor Road (2km diversion).	Oakley St - Low turning flow and not a bus route. To eliminate any potential left hook issues. Although it is noted no left hook collisions have occurred at this turn in the previous 36 mths of collision data. Design: Provide 2.5m wide cycle lane and one traffic lane. Barriers on corner to prevent turning movements. Albert Bridge - Propose to ban the left turn onto Albert Bridge owing to potential for left hook issues. Although it is noted no left hook collisions have occurred at this turn in the previous 36 mths of collision data. However, with the introduction of a nearsided cycle facility or bus lane on the westbound approach to the junction, vehicles would have to turn left from the offside lane, making the turn easier and increasing potential conflict with cyclists travelling ahead (west). If we can not ban the turn, we would have to separately signal the westbound cyclists from the westbound traffic, which would create another stage in the MOC. Adding another stage may impact on junction capacity.	Oakely St - low traffic flow for this left turn, impact of reassignment via Kings Road not expected to be significant. Albert Bridge - medium traffic flow, some additional traffic expected to use Battersea and Vauxhall Bridges instead of Albert Bridge.	If left turn is reinstated onto Oakley Street then there would be a potential for left hook collisions. However, given the low number of left-turners this may be acceptable to the design team and the design would be updated to show a cycle lane / ahead and left lane on the eastbound approach. If the left turn was reinstated onto Albert Bridge Rd, the westbound cyclists would have to be separately signalled to the westbound traffic, adding another stage to MOC. Also as a consequence the proposed eastbound bus lane between Albert Bridge and Royal Hospital Road would have to revert back to a mandatory cycle lane. Buses would have to mix with traffic and this is likely to negatively impact Bus Route 170.	Peak = 07:30 - 08:30 Chel. Emb./Oakley St Total = 66 Car = 46 Taxi = 5 HGV = 3 Bus = 0 MC = 4 PC = 8 Other = 0 Peak = 18:00 - 19:00 Chel. Emb./Albert Bri. Total = 436 Car = 232 Taxi = 66 HGV = 0 Bus = 0 MC = 72 PC = 66 Other = 0
	12/005 A3212 Chelsea Embankment - B302 Royal Hospital Road	Early Release is possible at this junction. Junction operates in 2 stages.	None	No reassignment - all existing turns to remain open	Unable to ban left turn into Royal Hospital Road owing to high vehicle flows/ bus & coach routes. Therefore the eastbound wand-protected cycle lane facility terminates prior to the junction to accommodate the left-turn movement and tracking for these left-turning vehicles. Through the junction, cycle logos with coloured patches guide cyclists in the primary riding position (eastbound). Collision data for last 36months shows no left turn collisions despite 740 vehicles in AM peak. Engineering with Network Performance have investigated a potential cycle gate option for eastbound cyclists. However owing to left turn vehicle tracking the cycle gate would be very long c.30m. This length of cycle gate will have increased phase delays, which may have a significant impact on junction / network capacity. If this was deemed feasible, design and build time approx 8 weeks.	No impact - no reassignment.	Proceed with cycle logos and patches through junction and monitor. Continue to investigate cycle gate option for long-term.	Peak = 07:45-08:45 Total = 741 Car = 521 Taxi = 64 HGV = 5 Bus = 10 MC = 122 PC = 19 Other = 0
	01/87 Chelsea Bridge -Chelsea Bridge Road- Grosvenor Road- Embankment	Early Release not possible at this junction due to age of signals infrastructure	Ban left turn from Chelsea Embankment onto Chelsea Bridge Road	Traffic will need to use Kings Road and Lower Sloane Street to access Chelsea Bridge Road via Sloane Square. Access via Royal Hospital Road is limited due to the existing banned right turn from Royal Hospital Road onto Chelsea Bridge Road. Alternatively, traffic could access Ebury Bridge Road and Chelsea Bridge Road via Claverton Street, Lupus Street and Sutherland Street.	Ban the left turn onto Chelsea Bridge Road except for buses, owing to low vehicle flow. Provide nearside bus lane for buses and cyclists to turn left and go ahead onto Grosvenor Rd.	Low flow, impact of reassignment via Kings Road/Lupus Street not expected to be significant.	If left turn is reinstated, then there would be a potential for left hook collisions. However, given the low number of left-turners this may be acceptable to the design team and the design would be updated to show a cycle lane / ahead and left lane on the eastbound approach. Coach services are still permitted to turn left as required.	Peak = 07:45-08:45 Chel Em./Chel Bri. Rd Total = 49 Car = 34 Taxi = 1 HGV = 4 Bus = 5 MC = 1 PC = 4 Other = 0
			Banned left turn from Grosvenor Road onto Chelsea Bridge	Traffic turning left onto Chelsea Bridge will need to use Vauxhall Bridge	CS8U completed.	Low flow, impact of reassignment via Vauxhall Bridge not expected to be significant	Turn banned as part of CS8 Upgrade. Cycle fatality on left-hook in 2017 and high (c.300) westbound clykists in evening peak.	Peak = 17:45 - 18:45 Grosvenor/Chel Bri. Total = 491 Car = 68 Taxi = 8 HGV = 2 Bus = 0 MC = 21 PC = 392 Other = 0
WCC	Grosvenor Road junction with Lupus Street	N/A	Banned right turn from Grosevnor Road into Lupus Street	Traffic will need to access Lupus Street via Claverton Street.	CS8U completed.	Low traffic flow, impact of reassignment expected to be small		Peak = 07:45:08:45 Total = 208 Car = 97 Taxi = 5 HGV = 0 Bus = 7 MC = 8 PC = 91 Other = 0
	Grosvenor Road junction with Claverton Street	N/A	Banned left turn from Grosvenor Road to Claverton Street except buses or cyclists	Traffic will need to access Claverton Street via Lupus Street	CS8U completed.	Low traffic flow, impact of reassignmentexpected to be small		Peak = 08:00-09:00 Total = 35 Car = 18 Taxi = 0 HGV = 1 Bus = 11 MC = 3 PC = 0 Other = 2
	01/046 A202 Vauxhall Bridge- Millbank-Grosvenor Road- Bessborough Gardens	Early Release is possible at this junction. Junction operates in 4 stages	Banned left turn from Grosvenor Road onto Bessborough Gardens	Traffic will need to access Vauxhall Bridge Road via Lupus Street	CS8U completed.	Low traffic flow, impact of reassignment expected be small		Peak = 08:00-09:00 Total = 56 Car = 33 Taxi = 0 HGV = 4 Bus = 0 MC = 4 PC = 1 Other = 14 (1 HGV,