



BP6: 'Softening' the Highway Infrastructure

<p>Reference: BP6 002</p>	<p>Title of Project:</p>	<p>Kensington High Street, Royal Borough of Kensington and Chelsea</p>
<p>Version: 1</p>	<p>Website:</p>	<p>http://www.rbkc.gov.uk/</p>
<p>Brief Description of Project:</p>	<div data-bbox="402 806 682 890" data-label="Image"> </div> <p>RBKC has attempted to 'de-clutter' the street environment and is in the process of reviewing the different wards in the borough to remove any unnecessary street furniture. Kensington High Street is the borough's flagship project for de-cluttering and general improvements to the streetscape.</p> <p>Kensington High Street</p> <p>RBKC has completed a three year project that aimed to remove clutter and improve the streetscape along Kensington High Street in West London. A review of all street furniture was carried out and the following works were undertaken:</p> <ul style="list-style-type: none"> • 700 metres of guard railing was removed, • Hooped uplit signs were used instead of plastic internally illuminated bollards, • Dropped kerbs were constructed using quadrant kerbs to avoid the use of small element paving, • Traffic signals and signs were mounted on lamp columns wherever possible. <p>All street furniture was commissioned from one contractor to ensure uniformity and 'york' stone paving was installed to improve the quality of the highway environment.</p> <div data-bbox="418 1005 717 1457" data-label="Image"> </div> <div data-bbox="932 1482 1455 1829" data-label="Image"> </div>	

The project, like several others on mixed priority urban routes in the UK, was not undertaken specifically to reduce PTW casualties but the removal of hazards and change in the overall 'streetscape' appears to have had a positive affect on motorcycle collisions and casualties.



Monitoring Data:

PTW Casualty data provided by RBKC:

Acc'ts in 3 years before	Severity	Annual Rate Before	Acc'ts 36 months After	Severity	Annual Rate After	Change in Accident Rate	% change
47	8 Ser 39 Slt	15.7	29	2 Ser 27 Slt	9.7	-6.0	-38.3%

Results:

There has been a reduction in 38.3% reduction in powered two-wheeler collisions in the three years since the scheme was implemented. This compares well to the 14% reduction in collisions involving powered two-wheeler riders across London, and 25% reduction in RBKC.

In two other similar 'de-cluttering' projects in other parts of the Borough there was a 20% reduction in PTW casualties.

Key Effective Conclusions:

It is not possible to say conclusively whether the reduction in casualties was a direct result of the removal of street clutter. The Council does however believe that the street improvements led to a change in road user behaviour. People are driving more cautiously as pedestrians are crossing the high street where their desire lines take them, and cyclists cross to get to their bikes in the centre of the road. The removal of barriers and street clutter has helped make drivers aware of other road users and in some cases may have improved sightlines too.

Projects for Comparison:

Shared Space Schemes (BP6 003).

Justification:

The removal of strike hazards and improvements to visibility at urban junctions appears to contribute to eSUM WP3, BP6 objectives.