

# Local Plan Partial Review Issues and Options Consultation Summary



THE ROYAL BOROUGH OF  
KENSINGTON  
AND CHELSEA

## Section 9: Rail infrastructure

**Issue 1: The Council needs to ensure that the Borough is not left behind as public transport links across London and the capital improve. What policies should the Council adopt to ensure that the future needs of our residents, businesses and visitors are met?**

### Option 1

The Council should continue to encourage new and enhanced rail infrastructure, particularly in poorly connected areas.

### Option 2

The Council should seek alternatives to rail-based improvements to address public transport deficiencies in the Borough.

### 26 responses. Key points:

- Options not mutually exclusive should have rail improvements and other non-rail improvements, however, 12 endorsed option 1 and 4 option 2.

**Do you have any other comments, issues or options (reasonable alternatives) you would like to raise regarding this section?**

### Key points:

#### General

- River improvements
- So far as possible, enhanced connectivity should not be at the cost of the character, quality or amenity of established residential areas
- Property Dept - given the uncertainties surrounding potential rail projects the Council should also seek to address non-rail based alternatives to address public transport deficiencies
- Kensington Society strongly supports the use of PTALs, although they have not been adjusted for barriers, such as railway lines, canals, parks, major roads. Assessing the impact of new stations needs to be realistic – their impact will be on area covered by 10-minute actual walking distance and will depend on the frequency and capacity of the service. The Council needs to ensure that the Borough is not left behind as public transport links across London and the capital improve.

#### High Street Kensington

- Station unsafe and overcrowded

## **South Kensington**

- V&A supports improved pedestrian access to bus and rail interchanges rail and bus service improvements to Cromwell Road
- ERCG improving access to South Kensington should be a priority, including public realm improvements to improve pedestrian access. Crossrail 2 at King's Road make it easier to reach South Kensington and extend the area within commuting distance.  
TfL – the Around Station Development site is identified as a development opportunity by TfL and a detailed feasibility study is currently being undertaken in consultation with local stakeholders. TfL have requested a Site Allocation and would welcome the opportunity to provide further input into the drafting of any relevant policies.

## **North Kensington**

- Need more buses running east west

## **Crossrail 2 King's Road**

- Must have Crossrail 2 in the borough, we will be left behind commercially if we don't. I am less worried about where it is situated than about losing the opportunity to have a station
- Cheyne Walk Trust Policy on possible station at Imperial Wharf. Crossrail 2 should be maintained, recent correspondence between Greg Hands and Mayor for London and TfL requesting a full review of that option and support from LBHF
- Crossrail 2 only connects to Victoria and Clapham Junction – not needed there are already good connections and would not help the character of Chelsea
- Property Dept - whilst a station at Chelsea Farmer's market is supported, the safeguarding zone currently clips the edge of the Thamesbrook Site which is located north of Dovehouse Green. Therefore, the location of this station at Chelsea Farmer's market should be balanced with the identified need for more care home places in response to both an ageing population and the requirement to free up housing better suited to housing young professionals and families, and so the development of this station should not compromise proposals for the Thamesbrook Care Home site.
- LBHF – support policy CT2 d) promotion of a possible Crossrail 2 station at Imperial Wharf, so would not want that taken out

## **Crossrail 1 Kensal**

- Sainsbury's supports provision of a station but policy must be worded to allow development of the site independent of the station and if it should not be provided.
- New and enhanced rail infrastructure will significantly improve connectivity and public transport accessibility in the north of the Borough.
- Ballymore - fully support the proposed Kensal Portobello Crossrail Station but it is imperative that the development of the Site is not dependent on delivery of the Station and the Policy worded to ensure that it can still come forward should the Station not proceed.
- Cllr Blakeman - the Council should also keep open the Plan B option of a tram or rail link between Kensal Ladbroke Grove and the HS2 Crossrail station at Old Oak Common.
- Cllr Dent-Coad - we welcome improvements to transport and accessibility, including step-free access, but this must be done in an intelligent way that brings better travel options to the areas currently deficient. Relying on development to pay for it will not bring improvements where most needed.

## North Pole Road / Westway Circus

- LBHF - West London Line station at North Pole Road, we are not opposed in principle to this but it is not a priority for us; If RBKC commission some studies, we will co-operate as far as reasonably practicable.
- Cllr Blakeman - The Council should continue to press for a station at Westway Circus on the West London railway line, the area is badly served by public transport. The Imperial West Innovation Hub, the More West development and the possible regeneration of the Silchester area all indicate a much larger future residential community, with a greater need for a better range of local public transport options.
- StQW Neighbourhood Forum - The proposed new Overground station on the West London Line at Hythe Road is too far away to benefit residents in the St Quintin, Westway, or 'Latimer' areas. It will not improve poor PTAL levels in this part of North Kensington. It is not clear why an additional station at Westway Circus is deemed to be 'not feasible' particularly given the scale of development already under construction in the surrounding area (Imperial West, Stanhope/ BBC scheme).

## Issue 2: West Brompton station

### Option 1

The Council should retain this specific reference to West Brompton station within the policy.

### Option 2

The Council should seek step-free access at all its stations as per Policy CT1 and move references to West Brompton into the revised site allocation for Earl's Court.

## 9 responses. Key points:

- 6 supported option 2, one, The Kensington Society, supported option 1 noting they strongly support Policy CT2 (e)

**Do you have any other comments, issues or options (reasonable alternatives) you would like to raise regarding this section?**

## 5 responses. Key points:

- Constant Touch Network – what new transport links are required in Silchester?
- Christies – improving access to South Kensington should be a priority for rail infrastructure investment particularly South Kensington station congestion relief and step-free access throughout, improved wayfinding and upgrade of the fabric of the whole station including pedestrian tunnel. New transport links, such as Crossrail 2 stop at King's Road, that make it easier to reach South Kensington, and extend the area within commuting distance are essential for South Kensington to continue to thrive and should be strongly encouraged
- Brompton Association - have serious concerns about TfL's proposals for South Kensington station in terms of protecting historic fabric and the character of the area. Proposals appear to be development not conservation-led but the station needs to be considered as an integrated whole. The response includes detailed description of their concerns about the proposals.

- Kensington Society supports step-free access for West Brompton, but also for Ladbrooke Grove, Notting Hill Gate, Kensington High Street, Gloucester Road and South Kensington