

## **London Cycling Campaign**

25 August 2016

*Kingston upon Thames Direction of Travel*

[http://consult.kingston.gov.uk/portal/planning/direction\\_of\\_travel](http://consult.kingston.gov.uk/portal/planning/direction_of_travel)

### **What key infrastructure do you think the borough needs to support its growing population?**

All new developments (residential, commercial, industrial) must be designed to promote cycling and walking by residents, employees and customers. Car usage should be discouraged and restricted as far as is possible - particularly non-essential car use. For areas of intensifying land use and higher residential densities this is vital.

Transport links to these developments and areas of opportunity should be specifically designed to ensure comfortable, safe and easy cycling and walking access from outlying areas. The Dutch often consider a 6km radius around their town centres for key cycling infrastructure - within which cycling is strongly encouraged and driving is discouraged. The same approach is used for a 2km walking radius.

To enable comfortable, safe and easy cycling, all international evidence shows it is vital to provide routes that separate those cycling from motor vehicle traffic on busy roads; and/or traffic-free routes and/or low and slow-traffic routes (often increasingly achieved using "modal filter cells" in residential areas that remove through traffic. For these routes to be successful, they also must form a contiguous, high-quality network from all key residential areas to all key destinations.

Even outside the 6km radius around high-density areas and key amenities, safe space for cycling (separate from traffic) needs to be provided, in order that levels of sustainable travel (walking, cycling, public transport) are increased in preference to private car travel.

High-quality, secure and on-street cycle parking must be provided at new developments where it is convenient and easily accessed by users - and in numbers to match not just current demand, but future demand, ie above the London Plan.

Schemes proposed under the Go Cycle/ mini-Holland programme must take account of development proposals in the Local Plan. We do not want to see schemes built in the Go Cycle programme being undone by future developments (e.g. the development of a 'Station Plaza' at Kingston station if the station entrance then moves westwards).

### **Any other comments?**

This response is made on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. LCC welcomes the opportunity to comment on these plans and its response was developed with input from its Infrastructure Review Group and local borough group Kingston Cycling Campaign.

LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). It is also strongly suggests that all schemes including cycling provision should be

of comparable quality to similar schemes at cities with a high modal share of cycling, i.e. with a CLoS rating of 70 or above.

LCC notes a more efficient use of road space is to allocate it to cycling and walking in preference to private motor vehicles, particularly for journeys of 5km or less. LCC expects schemes to be designed to allocate road space for growth in cycling, to accommodate such journeys.