

London Cycling Campaign

18 November 2016

Kingston to Kingston Vale route

http://consult.kingston.gov.uk/portal/planning/go/go_cycle_october_2016/gckv

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and is in support of the response from Kingston Cycling Campaign, the borough group.

LCC welcomes and broadly supports these proposals. Particularly the provision of substantial amounts of physically protected space for cycling.

Specific points about the scheme:

- LCC policy is that physical measures to protect those cycling must be taken on roads that see over 2,000 PCUs of traffic daily. If Canbury Park Road or Queen Elizabeth Road sees more than that level of traffic, a "modal filter" or some other method of reducing through motor vehicle traffic should be used.
- Please see the issues raised on the Kingston to New Malden route re: track widths, crossings, bus stops, continuous footways, parking and loading etc.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where

people choose to cycle.

- LCC wants, as a condition of funding, all “Mini Holland” highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all “Critical Fails” eliminated.