

London Cycling Campaign

18 November 2016

Kingston to New Malden route

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

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:

- It would be preferable to retain one approach throughout the scheme, rather than switch from bidirectional to with flow tracks. Assuming there are significant reasons for the switch, the crossing should be as convenient, comfortable and safe as possible – with those cycling not delayed excessively. Retaining the dedicated left turn slipway into Hawks Road may well significantly reduce comfort and convenience for those cycling. Crossings should be direct and single stage wherever possible for both pedestrians and those cycling.
- Tracks should be wide enough to cope with increasing demand – a minimum of 2m is recommended.
- Other crossings should be designed as “tiger”, “parallel” or “toucan” designs wherever links to cycle routes and potential cycle routes that cross the main route are found – and crossings should be located to enable such routes.
- Bus stop “boarder” designs need careful consideration of likely interactions between pedestrians and those cycling through the space.
- Continuous footway designs are broadly welcome, but design detail is key to ensure negotiation between pedestrians, those cycling and drivers are calm and comfortable for all users. This means considering tactile paving for those with visual impairments, decreasing kerb radii, narrowing junction entrances and maximising angle of raised entry to deter vehicles entering or exiting at speed, and ideally only introducing on side streets with very low volumes of vehicle traffic. A “modal filter cell”, considered on an area-wide basis, to deal with residential streets that are likely to be, or already are, seeing higher volumes of through motor vehicle traffic, is ideal to go in before continuous footway treatments.

- Junction radii and entry/exit width should be suitably tightened and raised tables should be considered on all side streets, even those without any continuous footway proposals.
- Delivery, customer parking etc. arrangements should be considered very carefully alongside track design. It is generally better to have parking not cross the track and for vehicles to park between track and carriageway. This ensures fewer “dooring” issues and acts as a form of physical protection for those cycling, while eliminating “hook” risks associated with vehicles crossing the track. Careful consideration of sightline issues – both the visibility of people cycling and their vision – needs to be undertaken when designing bays in this manner, however.

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.