

London Cycling Campaign

20 October 2016

Richmond Park Quietway

<https://www.royalparks.org.uk/park-management/park-regulations-and-policies/cycling-in-the-royal-parks/future-plans-for-cycling-in-the-royal-parks/richmond-park-quietway-proposals>

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 addition of supporting all points of the response from Richmond Cycling Campaign, the borough group.

Specific points about the scheme – in addition to those raised by Richmond Cycling Campaign:

- Given the high number of motor vehicle-cycle collisions both inside the park and on roads surrounding it, and the more general disbenefits motor vehicle traffic brings to Richmond Park, The Royal Parks and Richmond Council should move to either ban all motor vehicle traffic from the park, or introduce modal filters to remove movements through the park (retaining access to car parks etc. but not allowing direct driving routes through the park). This is separate and additional to the current proposals – but without such a move, all of the junctions with the roads in these proposals will remain problems.
- Given the level of interventions proposed in this scheme, it is unlikely it will successfully attract many more people to cycle or walk in the park, that don't already. On that basis, the scheme does not represent good value for money. Either the scheme should be redesigned to ensure higher rates of cycling and walking are achieved (for instance by removing through motor traffic); or the scheme shouldn't be funded as offering only marginal gains. LCC and Richmond Cycling Campaign would both seek to work with Richmond Council and The Royal Parks to improve this scheme to make it a success.

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.

- 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 "Quietway" 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.