

## London Cycling Campaign

22 September 2016

Richmond Rock's Lane

[https://consultation.richmond.gov.uk/environment/rocks-lane/consult\\_view](https://consultation.richmond.gov.uk/environment/rocks-lane/consult_view)

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 in support of the response from Richmond Cycling Campaign, the borough group.

### General points:

- 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.
- For cycling to become mainstream, a network of high-quality, direct and safe-feeling routes is required to/from all key destinations and residential areas in an area. This will enable far more people to cycle, easing congestion, reducing pollution and avoiding climate changing emissions, but also hugely boosting public health through physical activity. Every Highways scheme should therefore be brought forward on the basis of it helping complete that network.
- 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 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 suggested that all schemes including cycling provision should be of comparable quality to similar schemes found in cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

### Specific points:

- Closing Common Road to motor vehicle traffic (and retaining access for cycling and walking) is welcome – and will provide a significant benefit for those cycling in the area.
- Widening of footways is to be welcomed in general. As is the provision of safer cycle/pedestrian crossings. However there does not appear to have been any design

work as to how those cycling will transition from road to what is presumably shared space. Nor does the design indicate any advantages for those who currently cycle through the area in the carriage – and who will likely continue to do so, given the minimal cycling elements of the junction design.

- Given this, this junction should be treated strategically as part of the road network and cycling network – with a more comprehensive examination of likely routes for both motor vehicle traffic and cycling traffic – and how to appropriately separate them not just at the junction itself, but on streets around it. This is particularly vital as DfT traffic counts indicate this junction is used by over 17,000 motor vehicles daily, over 300 HGVs and nearly 500 cycles. For safe, mass cycling, a far better design is thus required of not just the junction – but the links around it.