

London Cycling Campaign

30 May 2017

Richmond Star & Garter Hill

https://consultation.richmond.gov.uk/highways-transport/star-garter-hill/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. The response is in support of the response from Richmond Cycling Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

These proposals offer nothing at all for cycling and little for walking in a key location for both modes. As such the proposals cannot be supported.

Specific points about the scheme:

- High numbers of vehicle movements and speeds dominate these junctions currently. And the plans do nothing to address these issues and/or provide any safe and comfortable space for cycling and/or improve conditions substantially for those walking.
- Given high numbers of people cycling in Richmond Park, this scheme fails to address methods by which those cycling enter or leave the park in safety and comfort.
- In specific, mini-roundabouts, most without crossings, and no separation in time or space for those cycling, or appropriate speed limits, and pedestrian refuges that will act as pinch points for those cycling etc. will act together to ensure this pair of junctions remain a hostile barrier to cycling.
- Inset parking should not be put on a roundabout in this manner. Current arrangements appear (via Google Streetview) to encourage end-on parking perpendicular to the carriage. Parking should be removed from this area completely. But at least it should not increase the likelihood of "dooring" incidents.

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 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.