

London Cycling Campaign response to TfL (in Kingston) Tolworth roundabout proposals

3 January 2020

<https://consultations.tfl.gov.uk/roads/tolworth-roundabout/>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

- This scheme is opposed. We urge TfL to reconsider this scheme entirely. Overall it fails to provide significant improvements for walking or cycling, while it does provide significantly more capacity it appears for motor traffic.
- The scheme will not enable significantly more walking or cycling journeys in the area, it will not entice significant numbers of those who currently ride in the road here to use the scheme, it will not take significant steps towards fulfilling the Mayor's Transport Strategy, it fails to plan or provide for reduced motor traffic here and this is particularly problematic given the new housing planned in the area.
- The Healthy Streets Check score for this scheme underlines that this scoring system is not working well to deliver genuinely "Healthy Streets". Without a full scoring spreadsheet it is difficult to assess which "zero scores" are no longer zero, or how the large uplifts in score have been achieved, but given the issues highlighted below, it seems unrealistic to suggest that this scheme will deliver such a significantly healthier street that the score improvement would suggest.

Specific comments on this scheme:

- Expecting those cycling and walking to share space in a central reservation, especially where the speed limit of the road on either side is 40 mph, will not enable more people to walk and cycle here. The design risks creating pedestrian-cycle conflict and fails to tackle the huge amount of space provided for private motor car journeys at this location.
- "Improved pedestrian crossing facilities" in the form of raised tables across side roads and accesses are not sufficient improvement for pedestrians in the area. Signalised crossings should ideally be direct and single stage, continuous footways should be considered, as should filtering anywhere with high enough traffic levels to mean continuous footways would not be suitable and a "new drop off" area at the

Hollywood Bowl should not be provided.

- The Donald Woods Gardens side road junction design seems particularly unsuitable for walking and cycling given it leads to an area without through motor traffic. This should be a continuous footway, with tight kerb radii and the cycle track should also be designed with priority over motor traffic.
- The replacement of pedestrian subways with at-grade crossings is supported. But the crossing provision at the roundabout is partial and not sufficient in location or quality.
- It is absolutely unacceptable that at this, or nearly any, location in London so much space is being taken from pavements (e.g. outside Hollywood Bowl) to provide more motor traffic capacity. This goes directly against the Mayor's Transport Strategy.
- The existing bidirectional cycle tracks on both sides of Kingston Road running south of this scheme's extents represent a massive missed opportunity in this scheme to improve cycle connectivity and provision in this area. Small tweaks to the scheme and southwards would enable major gains for cycling in the area – instead the scheme seeks to divert cyclists off desire lines and ignores gaps and barriers to continuity such as the cyclists dismount sign directly north of the Tolworth station entrance.
- The “bus stop improvements” on Tolworth Rise North do not appear to be an improvement. Moving the bus cage out of the lane will make it harder for buses to rejoin traffic flow and narrows the pavement. This should be reconsidered.
- Given that Lidl is set to relocate its UK headquarters to a site on the Kingston Road/Jubilee Way junction, with thousands of jobs coming to the area, it is particularly important that cycling routes from the north connect with this new employment site on the west side of Kingston Road. Fixing this small gap in the cycle network is vital. And TfL must work with Lidl to ensure that the site does not enable many new people employed in the area to drive to work – as this would again directly undermine the Mayor's Transport Strategy, TfL and council policies.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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 modes 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.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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 issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.