

Richmond Ham Quietway

15 February 2018

https://haveyoursay.citizenspace.com/richmondecscs/quietway-1/consult_view/

This consultation response is on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. This response was developed with input from representatives of LCC's borough groups.

This scheme is supported, with reservations. The changes proposed largely improve on the existing and previously consulted scheme, however several existing reservations remain.

Specific points about the scheme:

- A viable and serious scheme linking this scheme to nearby destinations, including Teddington High Street must be brought forward rapidly. Teddington town centre is a focus point for cycling potential according to TfL's Strategic Cycling Analysis, and on one of the highest potential for cycling corridors (to Twickenham). It is also highlighted as an area of high potential growth (ie a potential "Liveable Neighbourhood" etc.). Given this, east-west as well as north-south connectivity through the town centre is an issue that must be returned to urgently. While the designs previously consulted on were not acceptable, that does not mean it will be acceptable not to move forward bolder designs rapidly.
- 2.5m shared use paths are far from ideal, given likely volumes of pedestrians and those cycling here.
- All major junctions should be comfortable for the target market for Quietways to use – the proposed route entrance to Richmond Park does not go far enough to enable this.
- The Ham Gate Avenue/Petersham Road junction introduces risks with cyclists crossing traffic movements, other cyclists etc. particularly crossing the road and ASL travelling westbound.
- Speed control throughout the scheme should be strengthened, and car parking rationalised wherever possible to reduce the risk of aggressive confrontational encounters between those driving and those cycling – again, particularly offputting for the target market for Quietways. On this basis, the proposals at Martingales Close are welcome, but the use of cycle repeater logos throughout without further full-width sinusoidal speed humps are not.

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.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- 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.