

## Andrew Gilligan

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**From:** Linda Lennon <[REDACTED]>  
**Sent:** 24 October 2014 14:50  
**To:** Andrew Gilligan  
**Subject:** Re: Alternative super highway proposals ?

Andrew,

How interesting as the Westminster Councillors who were at the meeting the week before were much talking in the present.

Very happy to talk next week . Have flexibility most days so will get Cheryl to liaise with you about the best time

Best wishes

Linda

----- Original Message -----

**From:** Andrew Gilligan [mailto:[REDACTED]]  
**Sent:** Friday, October 24, 2014 02:12 PM GMT Standard Time  
**To:** Linda Lennon  
**Subject:** RE: Alternative super highway proposals ?

Hi Linda,

This was originally a suggestion by Martin Low. It was, as you know, one of the original options for the route we looked at last year, but it was rejected because of the major impact it would have had on Trafalgar Square (would cause near-gridlock on all the routes feeding into the square). TfL have had another look, but they do feel that the problems are essentially the same. I spoke to Martin on Monday and he accepted that. I've also spoken to Ed Argar, Heather Acton and Philippa Roe (Philippa came in for a meeting with the Mayor) and they are happy with the current alignment, provided a couple of banned turn issues can be ironed out.

Would be really useful to have a chat on the phone next week about where we are with the central section. We've had some quite useful feedback on Spur Road from some of the other stakeholders.

Best wishes,

Andrew

Mayor's Office, City Hall, London SE1 2AA  
[REDACTED]

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**From:** Linda Lennon [mailto:[REDACTED]]  
**Sent:** 23 October 2014 22:33  
**To:** Andrew Gilligan  
**Subject:** Alternative super highway proposals ?

Andrew,

I recently chaired a stakeholder meeting for St James Park. At that meeting, Westminster councillors confirmed that they were putting forward proposals for an alternative route for the E-W super highway which would exclude The Embankment but would include Northumberland Avenue, Trafalgar Square and The Mall.

Have you seen a copy of these proposals yet and if so are you at liberty to share ?

Many thanks

Linda

Linda Lennon CBE | Chief Executive [REDACTED]  
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## Andrew Gilligan

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**From:** Colin Buttery [REDACTED]  
**Sent:** 16 November 2014 16:06  
**To:** Andrew Gilligan  
**Subject:** The Royal Parks response to the Cycle Superhighway consultation  
**Attachments:** The Royal Parks response to the East-West Cycle Superhighway - 7th November 2014.pdf

Andrew, Further to our telephone discussion I attach the TRP response to the TfL consultation which may assist you in your preparations for the December TRP Board meeting. The Board will be keen to hear your response to the items raised at the September Board meeting and how you are approaching alternative options for the St James's Park/Green Park area. A note was forwarded to you and TfL following the September Board with the minutes of the meeting, which helped to summarise the points where the Board was seeking a response.

Do feel free to contact me to follow up on any of these issues.

Thanks

Colin

Colin Buttery | Director of Parks and Deputy Chief Executive [REDACTED]

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By email to [consultations@cfl.gov.uk](mailto:consultations@cfl.gov.uk)

7th November 2014

To whom it concerns:

### **East-West Superhighway route consultation**

The Royal Parks (TRP) has actively engaged with TfL regarding the feasibility studies for the provision of an East-West Superhighway route, with particular emphasis on the section from Bayswater Road to the Victoria Embankment. Feedback has been given throughout the feasibility stages at an Officer level and strategic comments have been given by The Royal Parks Board and Executive Committee. We have responded below regarding Hyde Park matters, but have also made related comments regarding St James's and Green Parks. We note that consultation has yet to be undertaken regarding detailed design for Hyde Park and that no proposals for St James's Park have yet been consulted on.

The Royal Parks has confirmed a number of core principles which we expect to be applied throughout all park based developments. These are set out below.

- The parks are primarily places for relaxation and recreation in a busy city.
- The parks frequently host very important national ceremonial activity and events which have primacy over other activities and must be accommodated within agreed cycling developments.
- Any changes to existing cycling provision must respect the environment and heritage of the parks.
- TRP supports the Mayor's cycle vision and cycling as a means of sustainable transport. Whilst TRP acknowledges that the parks provide important transport connections for pedestrians, cyclists and vehicles, the parks are not transport corridors and should remain pedestrian priority areas.
- The parks are not open 24 hours a day, making alternative cycle routes outside the parks a necessity.
- There can be no blue coloured surface treatment of routes within the parks and any signage must complement the park environment and heritage.

The approach to the East-West Superhighway has been to design sections of the route with input from key stakeholders. TRP will need to be reassured by TfL that the route within the parks works in totality, without creating unsafe junctions or proposals for inadequate design solutions. TRP is working with TfL and stakeholders to find the best design solutions for route links, but remains concerned about key junctions and transition areas, such as the junctions of North Carriage Drive with West Carriage Drive and with the Broad Walk.

The Old Police House, Hyde Park, London W2 2UH Tel: 020 7298 2000 Fax: 020 7298 2005

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The Royal Parks understands that the definition of the Superhighway is a cycle route that is for mass commuter cycling at peak hours that has been designed for the safety of large numbers of cyclists travelling together. TRP's observations and requirements relating to the East-West Superhighway route in relation to Hyde Park are set out below:

- Recognising park visitor, ceremonial and event use, the Cycle Superhighway routes must be entirely road based as they pass through Hyde Park. This means that West Carriage Drive and South Carriage Drive should be the focus of the feasibility and design studies to take cyclists safely from Bayswater Road to Hyde Park Corner.
- Existing quieter cycle routes within the park, such as Serpentine Road, the Broad Walk and Rotten Row, are not suitable for larger volumes of cyclists because of the scale of other use such as including event activity and vast pedestrian movements.
- Additionally, North Carriage Drive, the Broad Walk and Serpentine Road are not appropriate routes for high volume cycling as they are closed for several months for events and activities in both the summer and winter.
- There is a need to consider de-designation of certain existing Hyde Park cycle routes, such as Rotten Row, to ensure large volume cycling remains on the highway based routes within the park. Consideration should also be given to how the proposed Superhighway might impact on routes within Kensington Gardens.
- TRP requires that TfL show more information, for example through park-based surveys, on how the proposals will impact on pedestrians and their enjoyment of the parks. Also, TfL must demonstrate how it intends to treat the parks holistically in terms of cycling movements throughout, including undertaking appropriate risk assessments of design options and safety audits. How will designs ensure the larger volumes of cyclists remain on the road based segregated routes?
- TRP is concerned about access into the parks for pedestrians and how the traffic modelling will affect pedestrian crossing times in some busy locations, for example the pedestrian crossings on West Carriage Drive facilitating access to the Serpentine and Serpentine Sackler Galleries.
- A key element of the Superhighway will be the signage and way finding. It is not clear how this would be treated in the parks. In keeping with TRP core principles, any new signage must complement the park environment and heritage.
- The views of key stakeholders including the Police, Fire Brigade and Ambulance Services, the Army and Royal Parks Friends Groups will be essential in agreeing any changes to accommodate additional cycling in the parks.
- Any new junction layouts or sections of the route will need to be the subject of safety audits.
- TfL will indemnify TRP against any personal accident claims resulting from the use of any parts of the Superhighway route in the parks.
- In locations where infrastructure needs to be removable TfL will fully fund the costs of removal and return in perpetuity.
- The introduction of the East-West Superhighways in the parks will be a large step change and will encourage more cycling into the park which can cause issues with other users, both existing and future. We are not sure if TfL has anticipated the impacts of the increase in cycling and what will happen if the routes become very congested – particularly at pinch points such as at the Decimus Burton Screen adjacent to Apsley House.
- Is an Equalities Impact Assessment to be undertaken alongside this consultation, which considers the impact of the proposals on disadvantaged or vulnerable groups within society, particularly young people and children, older people and disabled people? All proposals must also consider the impact upon animals and wildlife within the parks.

- If routes are approved through the parks TRP will demand high quality design solutions and materials for these routes that respect the historic landscape, and people's enjoyment of the parks and protection of wildlife.
- In addition the operational requirements for hosting events in Hyde Park may either preclude some design proposals for both Superhighway and Quietway in the park or require specific designs to facilitate event operations.
- TRP understands that the current consultation on the outlined route will be followed by detailed consultation on the design proposals for specific junctions and sections of the proposed route.

In addition, TRP understands that options for the St James's and Green Park section of cycle route will be the subject of a further and separate consultation. Proposals to make use of the existing Constitution Hill cycle route, with alterations, has in principle support, but until there is clarity about any route through St James's Park it is difficult to comment further. However, TRP wishes to confirm that an option that makes use of the existing cycle route along the Mall North Horsehide and exits through Admiralty Arch (or along Horse Guards Road) is preferred to any other options.

Finally, for the avoidance of doubt, all designs being investigated on potential routes through the parks and at key intersections will need to consider all stakeholder feedback. Final sign off will be needed from TRP for the entire route and this can only be given once the evidence based feasibility studies, including safety audits, are completed.

Yours faithfully,



Colin Buttery  
Director of Parks and Deputy Chief Executive





## Andrew Gilligan

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**From:** Hardy Nigel (RSM Sponsorship) [REDACTED]  
**Sent:** 05 December 2014 17:32  
**To:** Andrew Gilligan; Turnbull Sarah  
**Cc:** Bristow Alan (ST); Greaves David  
**Subject:** RE: THE ROYAL PARKS BOARD

Hi Andrew,

I think the Board's response was as to be expected. I am now planning for a public consultation with the Quietway alignment including the two way cycle track on Birdcage Walk up to Spur Road.

Sarah is meeting The Royal Parks (TRP) next week to discuss their request for design revisions on the shared footway behind Queen Victoria Memorial. We have already explained the limited options available, but she will propose minor changes to encourage appropriate speeds and behaviour at this location (e.g. cobbles to slow cyclists down).

We are now on a very tight timescale to achieve a public consultation commencement by end Jan/ early February, and realistically have no time for further negotiation. If we miss this date we will not be able to commence a consultation after early February due to the pre-election period prior to the General Election - the next available consultation start date will then be June. This would significantly delay a possible construction start date in the Parks and may have a knock on effect for Parliament Square.

Following public consultation in Jan/ Feb we can discuss the comments with TRP and it will give us another opportunity to discuss the Spur Road alignment in March/ April.

We will spend the next few weeks preparing the consultation drawings, leaflets and web copy, which will be circulated for information early in the New Year.

Regards

Nigel

-----Original Message-----

**From:** Andrew Gilligan [REDACTED]  
**Sent:** 04 December 2014 23:26  
**To:** Turnbull Sarah  
**Cc:** Hardy Nigel (RSM Sponsorship); Bristow Alan (ST); Greaves David  
**Subject:** RE: THE ROYAL PARKS BOARD

I do have some thoughts - I will ponder further over the weekend.

Mayor's Office, City Hall, London SE1 2AA  
[REDACTED]

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**From:** Turnbull Sarah [REDACTED]  
**Sent:** 02 December 2014 17:29  
**To:** Andrew Gilligan  
**Cc:** Hardy Nigel (RSM Sponsorship); Bristow Alan (ST); Greaves David

Subject: RE: THE ROYAL PARKS BOARD

Hi Andrew,

FYI - I've discussed this with Nigel and I'll put it on the agenda for the IM meeting on Thursday so we can agree how to respond/ next steps.

Thanks

Sarah

From: David McLaren [REDACTED]  
Sent: 02 December 2014 15:33  
To: [REDACTED]  
Cc: Turnbull Sarah  
Subject: THE ROYAL PARKS BOARD

Dear Andrew

The TRP Board was very grateful to you, Sarah and Nigel for attending today's Board meeting and setting out the consultation concept designs for the east-west cycle superhighway within the Royal Parks. A number of issues and concerns were raised at the meeting and the Board has reflected on these and your proposed mitigations and assurances.

The Board is content for TfL to consult on the proposed road based route through Hyde Park as set out in the TfL presentation.

In terms of St James's Park the Board does not support the Spur Road alignment route (option 1) for safety, operational and aesthetic reasons and is unwilling for it to be included as a consultation option.

The alternative "quietway" route down Constitution Hill and along Mall North Horserides is in the view of the Board a more practical and operationally manageable route. However there are still challenges that will need to be overcome with this route, such as the interface between cyclists and pedestrians at the bottom of Constitution Hill. The Board has asked that you consider these issues and come back with a revised proposal.

More generally the Board remains concerned that while TfL acknowledges that there will be disruption in St James's and Green Parks due to ceremonies and other events there is concern that the scale of the disruption is not fully understood by TfL. The cycle lanes could be out of action for up to a whole month at some periods. This in turn could encourage illegal cycling on busy pedestrian paths in the parks for which there does not appear to be effective mitigation. The bollard removal and reinstatement would also be extremely disruptive to those who use the parks.

David McLaren  
Secretary, TRP Board

[REDACTED]  
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## Andrew Gilligan

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**From:** Nick Biddle [REDACTED]  
**Sent:** 14 January 2015 12:20  
**To:** Andrew Gilligan  
**Cc:** Ruth Holmes; Colin Buttery  
**Subject:** RE: Charlbert Street

Hi Andrew,

Thanks, yes I'm please that we've found a potential solution. Ruth will lead on the processes we need to follow to test the proposal.

Best wishes,  
Nick.

Nick Biddle | Park Manager [REDACTED]

-----Original Message-----

**From:** Andrew Gilligan [REDACTED]  
**Sent:** 14 January 2015 01:24  
**To:** Nick Biddle  
**Subject:** Charlbert Street

Dear Nick,

Thanks again for a really useful meeting of minds on Monday. Very keen to progress what we discussed - shared space on the approaches and dismount (unless there are no peds) on the bridge itself. Do let me know how it goes down with Colin and others.

Best wishes,

Andrew

Mayor's Office, City Hall, London SE1 2AA  
[REDACTED]

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**Andrew Gilligan**

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**From:** Zac Goldsmith [REDACTED]  
**Sent:** 14 January 2015 14:56  
**To:** Andrew Gilligan  
**Subject:** Fwd: Richmond Park Cycling Working Group

Thanks Andrew and agreed. Is this something the Parks have said they'll do?  
Best wishes  
Zac

**From:** Andrew Gilligan [REDACTED]

**Date:** 13 January 2015 22:44:12 GMT

**To:** Zac Goldsmith [REDACTED], Colin Buttery  
[REDACTED] "Michael.A.Boulton" [REDACTED]  
<Michael.A.Boulton@[REDACTED]> <Michael.A.Boulton@[REDACTED]> Cllr  
Stephen Speak [REDACTED] Peter Treadgold  
[REDACTED], Cllr Jean Loveland  
[REDACTED], Richard Lewis [REDACTED]  
Paul Harknett [REDACTED] robertbell [REDACTED]  
<robertbell@[REDACTED]> Richmond Park [REDACTED] Ron  
Crompton [REDACTED] "eastsheen2003" [REDACTED]  
<eastsheen2003@[REDACTED]>

**Cc:** Helen Lambert <helen.lambert@[REDACTED]>

**Subject:** RE: Richmond Park Cycling Working Group

[REDACTED] All,

Yes, I am very happy to take part and I discussed this briefly with Colin Buttery on Monday. We're keen to get started on some traffic studies to identify the scope for changes.

Andrew

Mayor's Office, City Hall, London SE1 2AA  
[REDACTED]

---

**From:** Zac Goldsmith [REDACTED]  
**Sent:** 09 January 2015 17:22  
**To:** Colin Buttery; Michael.A.Boulton [REDACTED] <Michael.A.Boulton@[REDACTED]>

Andrew Gilligan; Cllr Stephen Speak; Peter Treadgold; Cllr Jean Loveland; Richard Lewis; Paul Harknett; [robertbell4](#) [REDACTED] Richmond Park; Ron Crompton; [eastsheen](#) [REDACTED]  
Cc: Helen Lambert  
Subject: Fwd: Richmond Park Cycling Working Group

Dear All

Thank you for contributing to the Richmond Park Cycling Meeting back in December. As you know, it was agreed that we would form a temporary working group to take the ideas forward, and to that end I hope you'll agree to take part. Please let me know if you are happy to do so, and if you can think of anyone else who should be part of this group.

Best wishes,

Zac Goldsmith  
MP for Richmond Park and North Kingston

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## Andrew Gilligan

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**From:** Andrew Gilligan  
**Sent:** 14 January 2015 01:31  
**To:** ,  
**Cc:** ; jessica.ellery [REDACTED]  
**Subject:** Royal Parks - funding for studies

Hi David,

I've been discussing with Colin Buttery the possibility of removing through traffic from Richmond Park - to reduce car/cycle conflict which is a big issue locally. It comes in response to a public meeting in Richmond organised by Zac Goldsmith that both he and I attended last month. He wants a bit of money for help with a traffic survey - can we find him some?

Also we might need to find some dosh for a ped/ cycle survey at the Charlbert Street bridge into Regent's Park (as you know it is on one of the first seven Quietways but is currently no-cycling.) I had a very productive meeting with Colin the park manager, Nick Biddle, on Monday. I got them to agree to do studies on ped/ cycle traffic there to show how low-traffic it is, provided we paid for them. Colin then left and Nick and I went to the bridge itself. We came up with an idea for shared space cycling on the approaches to the bridge with a cyclist give way on the bridge. I like that and he was quite keen on just doing it without even a survey - so we may get away without a survey. On the other hand Colin may want a survey anyway. I'll check back in with them in a week or two.

Thanks,

Andrew

Mayor's Office, City Hall, London SE1 2AA  
[REDACTED]

---

**From:** Andrew Gilligan  
**Sent:** 13 January 2015 22:42  
**To:** Colin Buttery  
**Subject:** RE: Richmond Park Public Meeting: Cycling and Transport issues

Colin,

Yes, as discussed on Mon I'm very keen to see if we can get a reduction in traffic in Richmond Park. I've forwarded this to TfL and asked them to sort funding towards some traffic studies.

Nick and I had a very useful visit to the Charlbert Street bridge after you left and we think we've come up with an idea that could work.

Andrew

Mayor's Office, City Hall, London SE1 2AA  
[REDACTED]

---

**From:** Colin Buttery [REDACTED]  
**Sent:** 30 December 2014 12:11  
**To:** Andrew Gilligan  
**Subject:** Richmond Park Public Meeting: Cycling and Transport issues

Andrew, it was good to catch up at the public meeting on the 17<sup>th</sup> December and to consider further items for inclusion in the TRP Interim Transport Strategy. We discussed a huge range of cycling and wider transport issues and it was pleasing that the debate remained reasonably considerate despite the strongly held and passionate views being expressed.

It would be really helpful if we could meet to take forward some of the actions identified. I'm thinking particularly about the scoping of traffic studies to include origin and destination, volumes, accident stats etc. My feeling is that we would need to commission a study in the spring that could run for a year or so to give us a strong data set covering all seasons. It would be great if TfL could assist with the funding of such studies as you indicated could be the case.

In the meantime I have instructed our road engineers to investigate the feasibility of changes to road alignments (within existing carriageway widths) to allow for a wider carriageway for the four uphill sections to give better passing space (or if space permits the possibility of a cycle or crawler lane).

Thanks,

Colin

**Colin Buttery | Director of Parks and Deputy Chief Executive** [REDACTED]  
[REDACTED]  
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## Andrew Gilligan

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**From:** Colin Buttery [REDACTED]  
**Sent:** 15 January 2015 17:28  
**To:** Andrew Gilligan  
**Subject:** RE: Richmond Park Public Meeting: Cycling and Transport issues

Andrew, I don't have an immediate figure for you on this. I will look at the scope of the 2003 study and see if we can give a reasonable estimate. We should also build in some contingency for speed and other studies that may flow from the various interest group discussions.

Thanks

Colin

Colin Buttery | Director of Parks and Deputy Chief Executive [REDACTED]

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**From:** Andrew Gilligan [mailto:[REDACTED]]  
**Sent:** 14 January 2015 15:38  
**To:** Colin Buttery  
**Subject:** Re: Richmond Park Public Meeting: Cycling and Transport issues

Colin - how much do you think you would need for the Richmond studies?

Andrew

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**From:** Andrew Gilligan  
**Sent:** Tuesday, January 13, 2015 10:42 PM GMT Standard Time  
**To:** Colin Buttery [REDACTED]  
**Subject:** RE: Richmond Park Public Meeting: Cycling and Transport issues

Colin,

Yes, as discussed on Mon I'm very keen to see if we can get a reduction in traffic in Richmond Park. I've forwarded this to TfL and asked them to sort funding towards some traffic studies.

Nick and I had a very useful visit to the Charlbert Street bridge after you left and we think we've come up with an idea that could work.

Andrew

Mayor's Office, City Hall, London SE1 2AA  
[REDACTED]

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**From:** Colin Buttery [REDACTED]  
**Sent:** 30 December 2014 12:11  
**To:** Andrew Gilligan  
**Subject:** Richmond Park Public Meeting: Cycling and Transport issues

Andrew, it was good to catch up at the public meeting on the 17<sup>th</sup> December and to consider further items for inclusion in the TRP Interim Transport Strategy. We discussed a huge range of cycling and wider transport issues and it was pleasing that the debate remained reasonably considerate despite the strongly held and passionate views being expressed.

It would be really helpful if we could meet to take forward some of the actions identified. I'm thinking particularly about the scoping of traffic studies to include origin and destination, volumes, accident stats etc. My feeling is that we would need to commission a study in the spring that could run for a year or so to give us a strong data set covering all seasons. It would be great if TfL could assist with the funding of such studies as you indicated could be the case.

In the meantime I have instructed our road engineers to investigate the feasibility of changes to road alignments (within existing carriageway widths) to allow for a wider carriageway for the four uphill sections to give better passing space (or if space permits the possibility of a cycle or crawler lane).

Thanks,

Colin

**Colin Buttery | Director of Parks and Deputy Chief Executive**

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The Royal Parks are: Bushy Park | The Green Park | Greenwich Park | Hyde Park | Kensington Gardens | The Regent's Park & Primrose Hill | Richmond Park | St James's Park

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## Andrew Gilligan

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**From:** [REDACTED]  
**Sent:** 10 February 2015 16:14  
**To:** chiefexecutive@royalparks.gsi.gov.uk  
**Cc:** Andrew Gilligan  
**Subject:** Role of the Royal Parks

Dear Ms Lennon,

I do not write regularly to people about issues but feel that a real debate needs to be had about the role of London's parks in the light of the disappointing designs that have been released by TfL for the parts of the East-West Cycle Superhighway through the Royal Parks west of Parliament Square. I very much support your aims of ensuring that pedestrians and other park users are not intimidated by cyclists using the proposed routes but sense there is a blindness as to the impact that motor vehicles have had and continue to have on these parks.

I do not understand how motor vehicles can be allowed to dominate the park environment with impunity over many decades causing environmental damage, loss of life (such as the pedestrian killed on the Mall a couple of years ago) and a powerful sense of domination and intimidation to non-motorised users. Enormous amounts of carriageway have historically been given over to vehicles such as in Hyde Park and on The Mall and this causes pedestrians and other users to shrink to the margins (except on Sundays on the Mall!). I do not understand why safe segregated provision cannot then be contemplated for cyclists whose impact is negligible compared to that of motor vehicles.

I very much hope that you will reconsider the plans that you are currently affecting and permit segregated, safe and direct on-carriageway routes for cyclists through the Royal Parks as part of the E-W cycle route.

Many thanks for your interest.

Best wishes - [REDACTED]

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## Andrew Gilligan

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**From:** Cheryl Morgan [REDACTED]  
**Sent:** 22 January 2015 15:11  
**To:** Andrew Gilligan  
**Cc:** [REDACTED]  
**Subject:** Letter regarding Charlbert Bridge Proposal  
**Attachments:** 220115 - Letter from Colin Buttery to Andrew Gilligan - Charlbert Bridge Proposal.pdf

Dear Andrew,

On behalf of Colin Buttery, please find attached a letter regarding the Charlbert Bridge Proposal for London Cycle Grid Network.

Kind Regards,

[REDACTED]

[REDACTED] **Executive Assistant to Linda Lennon CBE (Chief Executive) and Colin Buttery (Director of Parks and Deputy Chief Executive)** [REDACTED]  
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The Royal Parks are: Bushy Park | The Green Park | Greenwich Park | Hyde Park | Kensington Gardens | The Regent's Park & Primrose Hill | Richmond Park | St James's Park

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Andrew Gilligan  
City Hall  
The Queen's Walk  
London  
SE1 2AA

22<sup>nd</sup> January 2015

Dear Andrew,

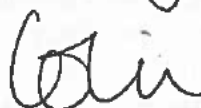
**Charlbert Bridge Proposal for London Cycle Grid Network**

Further to our meeting on the 12<sup>th</sup> January 2015, we would like to respond to the proposal to introduce cycling across Charlbert Bridge. As discussed at the meeting, we understand the desire to open this bridge to cycling, and this is not the first time it has been suggested. Previous analysis discounted the proposal as it was not part of a larger scheme, and costs to make the bridge safe (it is very narrow with a low handrail, and steep approaches) would be prohibitive in view of the number of cyclists anticipated using it. Also, as with other bridges accessing Regent's Park, we have found cyclists dismount and become pedestrians for the short section of the bridge. This is not only a good sign that the majority of cyclists are considerate, but also that they behave safely with a small amount of behavioural change work.

Due to the wider connectivity issue raised at the meeting we would suggest following our standard approach to considering the route. This has been the agreed methodology for some time and is the most objective way to successfully introduce cycle routes on existing pedestrian-only footpaths. A copy of the *TRP Approach to Cycling* is attached to this letter. Please note that we are concerned about consistency and future proofing any scheme, as we have learnt that with the increase in cycling many of our narrower cycle routes are an inadequate provision for combined cyclist and pedestrian use.

Susie Brown (Transport for London) has been in touch regarding facilitating this process.

Yours sincerely,



Colin Buttery  
Deputy Chief Executive and Director of Parks

cc: [REDACTED] Transport for London

### **Selection of cycle routes**

Many of the Royal Parks cycle routes were installed over 15 years ago. These followed the principles of the 1995 cycle policy by keeping them to road or to the edges of the park so that the centre of the parks could be enjoyed free from cycle traffic. More recently we look at the following criteria:

1. Public request/lobby group feedback
2. Strategic connection to cycle route network
3. Alternative to busy/dangerous road network
4. Demand
5. Physical construction (road, proportions, surfacing, width, boundaries, camber, steepness etc.)
6. End points (safe access and egress, suitability, links to external networks, etc).
7. Will the route provide what is desirable?

### **Review existing routes**

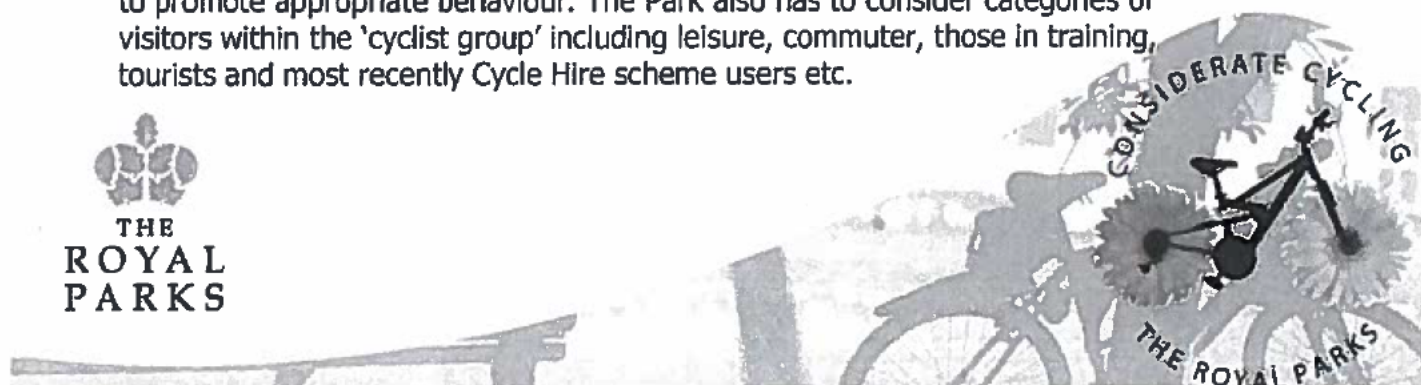
Many of the current routes were not designed for the number of cyclists that use them daily. The designs of some of these paths do not meet the current demand and there are capacity issues. Often the current signage and design is not appropriate or inconsistent.

### **Assessment of accidents and incidents**

Any reports fed back to the park management are analysed and assessed. If incidents occur consistently in the same location the area is highlighted as an area of conflict and any design improvements considered. If an improvement looks feasible funding is sourced to implement proposals.

### **Dealing with visitors**

The parks have millions of visitors each year. Some are regular and local visitors while others are tourists or occasional visitors. Often visitors are from outside the UK and have limited understanding of English. This has to be considered in any signage or information. The use of the parks has changed over the years with higher numbers of visits which has led to many issues including capacity issues in restricted areas. The Royal Parks has very little control over visitor behaviour – though there are Park Regulations which are enforced by the Metropolitan Police, this has limited effect on behaviour. The Parks attempt to influence behaviour with information, leaflets, posters, codes of conduct, notices, notice boards, campaigns, event and activities. Most of these interventions aim to promote appropriate behaviour. The Park also has to consider categories of visitors within the 'cyclist group' including leisure, commuter, those in training, tourists and most recently Cycle Hire scheme users etc.



## Implementation

Before making cycle improvements we have to consider three strands:

- **Amenity** – activities, events, use, sport, play, healthy living, well being etc.
- **Wildlife** – ecology, biodiversity, habitats, environmental impact etc.
- **Historic Landscape** – restoration, preservation, conservation, interpretation, presentation etc.

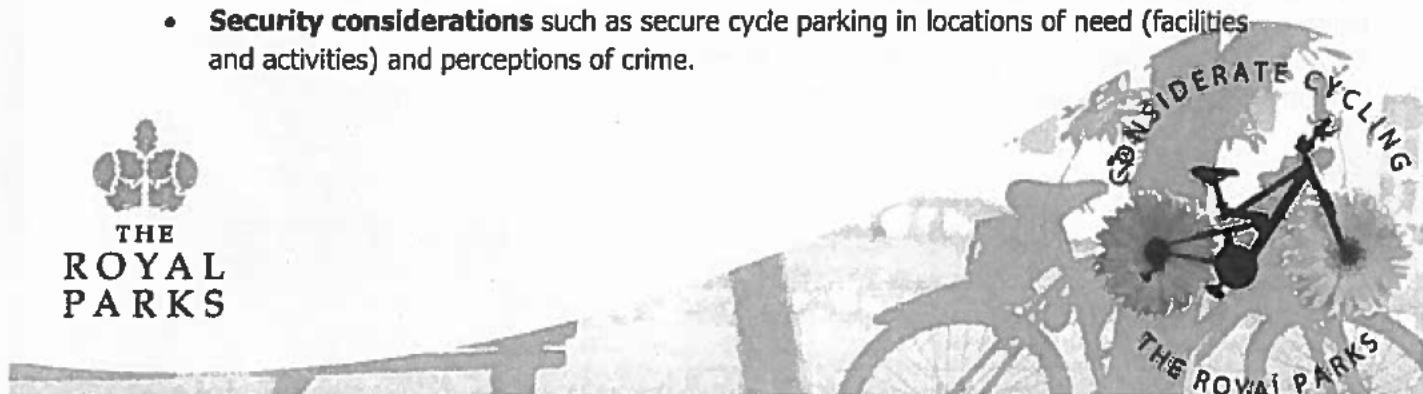
The tensions between these three considerations can often work in harmony and positively contribute to one another, for example the Tamsin Trail which created a shared-use path that enabled visitors to access parts of the historic landscape that had been difficult to get to, while also creating a method of controlling off-track cycling that was damaging habitats.

To retain a high quality visitor experience all signage and road markings are kept to a minimum and designed to respect the historic environment. Most of the signs are specially designed for the Parks so that they are not visually intrusive or distracting - helping people to enjoy the sensitive ecological and historic landscapes.

In addition to assessing impact on the core areas outlined above, there are further issues to consider in terms of cycle projects and we have developed methodology to look at these in a systematic and objective way. This is particularly useful in helping consult visitors, stakeholders, organisations and interested parties - facilitating healthy debate rather than an exchange of opinion.

The main issues covered are:

- **Pedestrian Priority** covers all the Parks.
- **Numbers of visitors** (walkers and cyclists) using the park in any one location, times of day, days of the week, time of year etc.
- **The physical nature of the environment** including path width, camber, gradient, junctions, park furniture, sight-lines, edge constraints (walls or fences) and proximity to amenities (toilets, cafes, kiosks, etc.)
- **Speed of cyclists and pedestrians** travelling through a space.
- **Surfacing** of an area including markings, coloured surface, surface texture, changes in surfacing texture and colour.
- **Behaviour of visitors** by observing how they interact in areas with any signs of conflict and discomfort.
- **Perception of visitors** including their experience of the park and how they find sharing and interacting with other users – particularly cyclists. Analysis on how this changes with other factors such as age, vulnerability or pursuit (activity).
- **Level of comfort (or service)** analysis to assess if the area feels free and open or busy and congested.
- **Safety analysis** including auditing any designs and analysing any accident data available.
- **Security considerations** such as secure cycle parking in locations of need (facilities and activities) and perceptions of crime.



The Royal Parks has been working closely with Transport for London, transport engineers and other experts to look at all these issues.

The analysis The Royal Parks uses designed by Atkins Intelligent Space was developed from pedestrian modelling for transportation interchanges, it is the first piece of analysis to consider the effect of cycling as part of the general visitor experience by rating the level of visitor comfort (or service) for paths from A to F, with 'A' being the feeling of being able to move freely through the landscape and 'F' being the congested experience of trying to cross a busy shopping street in the rush hour. This methodology adopted for both the Regent's Park Shared-use Cycle trial and the Kensington Gardens Shared-use trial.

### **The Mayor's Vision for Cycling**

The Mayor's Cycling Vision was published in March 2013 and TRP have been asked to deliver this vision over the next few years to 2016. The flagship route is the Crossrail for the bicycle – will run for at least 15 miles, very substantially segregated, from the west (through Hyde Park, the Green Park and St James's Park) to the east. The central London grid will be a grid of Quietway routes where people will be within 400m of a route. The understanding is that the 'Greenways' will be absorbed into the Quietways network so the existing Greenways routes in the central London Parks are shown on the Central London Cycling Grid Map published in December 2013. Outer parks are likely to provide routes to the outer London Quietways network. The Royal Parks are working with TfL to prepare for the increase in cycling the capital since cycling on London's main roads has risen by 173 per cent since 2001 the intention to double cycling over the next 10 years.

### **Promoting safe and considerate cycling**

Another of our key aims is to promote considerate cycling behaviour. To this end we have participate in national Bike Weeks and hosted Active Travel Days with the support of local authorities, as well as organisations such as Sustrans, the Metropolitan Police and stakeholder, sports, cycling and walking groups. Activities have included Dr Bike for checking cycle safety, cycle security marking, providing information on cycling and walking, and promoting our Considerate Cycling Campaign and Pathway Code of Conduct.

### **The London Cycle Hire Scheme**

The Parks have been involved with The Mayor of London's Cycle Hire Scheme from the feasibility stage. 12 sites have been installed in the central Royal Parks. There has been a significant uptake of cycle hire users – in particular tourists. This has had an impact on the nature of cycling in the parks. Though information at the terminals is available about the code of conduct – from observation this is very rarely read by users; leading to the bikes being cycled all over the parks without following permitted cycle routes. In addition young children are also accessing hire bicycles and are often not in full control of the bikes as the bike are too large and heavy for them. The Royal Parks are working with TfL to address some of the issues from the Cycle Hire Scheme.

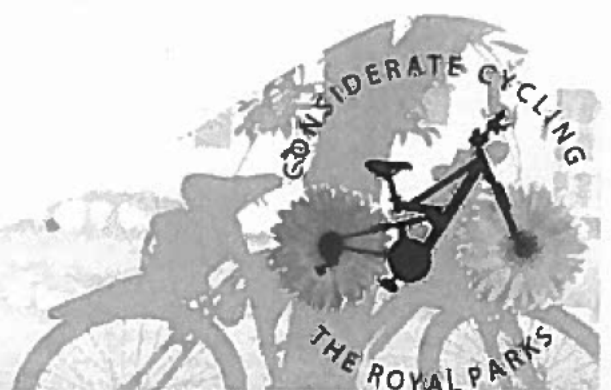




### ***Pathway Code of Conduct***

Code of conduct for cyclists, roller skaters, roller-bladers, skate boarders and visitors using other foot-propelled devices in designated areas.

- **Be considerate** – Pedestrians have priority over all other users of pathways and shared pathways, even in areas designated and marked for other purposes. You are asked to use these pathways considerately. Other users may not be aware of you, please remember this when passing.
- **Be safe** – We recommend you wear British Standard approved protective equipment and ask that you adhere to all pathway and road markings. Our pathways are not suitable for fast travel, so please keep to a sensible speed. If you are in a hurry, you may wish to use another route.
- **Be seen & heard** – Some park visitors may have a visual or hearing impairment, using a bell and or wearing high visibility clothing will help others to be aware of your presence. Use British Standard approved lights in low visibility conditions.
- **Be polite** – Thank other park visitors who allow you to overtake or pass them.



## Hyde Park

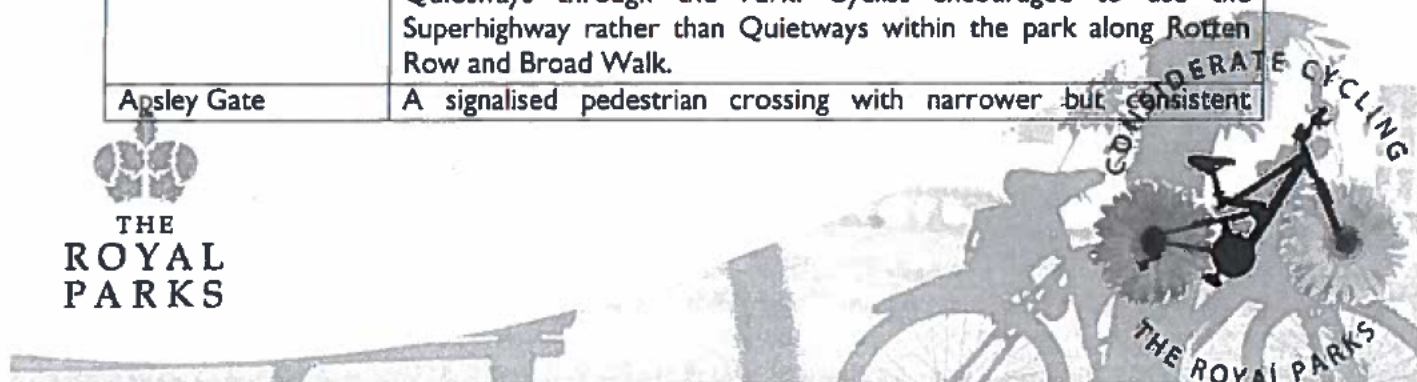
Hyde Park is fully within the City of Westminster and has X miles of cycle route. Cycle routes consist of shared-use paths (Poicemans Path, North Carriage Drive pavement & Serpentine Road), white line segregated paths (Rotten Row, West Carriage Drive & Broad Walk), and cycle lanes (North Carriage Drive and South Carriage Drive). There are also temporary events diversions that alter the cycle route pattern such as closure of cycle lanes on North Carriage Drive, closure of Serpentine Road East, all park roads (triathlon and half marathon), and restrictions at the southern end of Broadwalk and along South Carriage Drive. There are six cycle hire docking stations (Triangle and Diana car parks, Albert Gate, Hyde Park Corner, Cumberland Gate and Speakers' Corner).

Key issues are:

1. the behaviour of a minority of cyclists who travel at high speeds and can be abusive to other park visitors;
2. several congested areas such as access to Hyde Park Corner and crossing from Kensington Gardens across West Carriage Drive;
3. issues with use of the cycle hire stations and use of hire bikes; and
4. enforcement by the Police.

Extract from the Cycle Programme Blueprint showing state at the end of the different tranches of work.

Hyde Park	
Upper Brook Street Gate	Improvements at the gate will reduce conflict between cyclists and pedestrians while providing egress for Hyde Park Concert crowds.
Alexandra Gate	Improvements to this junction for pedestrians and cyclists will facilitate the EVV Superhighway interventions and improve the connection to Exhibition Road.
North Carriage Drive	Improved traffic management of North Carriage Drive for cyclists and pedestrians particularly during concert/event build, operation and derig. Provide additional space for cyclists while retaining the sterile safe events zone on the carriageway. Accommodate Army movements and practices.
West Carriage Drive	A 4m wide bi-directional cycle route along the east side of the carriageway. Removed the cycle tracks on the paths. Improved crossing points such as the Serpentine Sackler Gallery to Triangle Car park section. Relocated parking into car parks from the road.
South Carriage Drive	A 4m wide bi-directional cycle route along the north side of the carriageway. Removal of signalized junction at Edinburgh Gate and Albert Gate (replaced with alternative crossing).
Car Parks	Redesign car parks to reduce conflict and absorb 26no. displaced car parking spaces from West Carriage Drive.
Victoria Gate	Improved entrance at this gate for pedestrians and cyclists by provide more greenspace and less road. Still provide operational and events vehicle access to Kensington Gardens. Cyclists encouraged to use the superhighway if they want a faster route rather than the Quietways through the Park. Cyclist encouraged to use the Superhighway rather than Quietways within the park along Rotten Row and Broad Walk.
Apsley Gate	A signalised pedestrian crossing with narrower but consistent





	carriageway width.
Quietways	All other routes within Hyde Park are considered to be Quietways (formally Greenways). A holistic view is taken and with the introduction of a superhighway in the park for high flow/volume and faster cyclists other routes should be designed and signed to be Quietways for more leisurely cycling to enjoy the park. White line segregation removed to make the infrastructure match other parks such as Kensington Gardens and The Regent's Park and signage signing 'faster' or 'leisure' routes introduced. Points along the quietways may be upgrade to creating 'places' along the routes that are clearly pedestrian dominated. (See LCDS guidance on off road provision). To reduce faster cycling and encourage considerate behaviour along the paths.

### Kensington Gardens

Kensington Gardens is within the City of Westminster and Royal Borough of Kensington and Chelsea. It has 4 cycle routes which are all shared-use paths (Broadwalk, Studio Walk, Palace/Mount walk and Albert approach road). There are three cycle hire docking stations within the Gardens (Black Lion Gate, Palace Gate and Albert Approach Road)

Key issues are:

1. the behaviour of a minority of cyclists who travel at high speeds and can be abusive to other park visitors;
2. several congested areas such as Mount/Palace Walk and Black Lion Gate;
3. issues with use of the cycle hire stations and use of hire bikes;
4. high ecological value due to lack of artificial lighting and dusk closure times; and
5. enforcement by the Police.

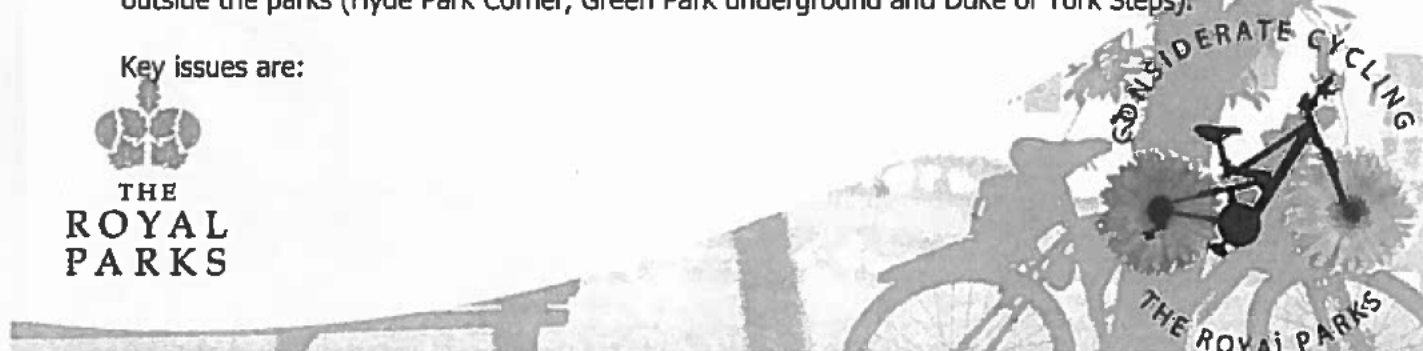
Extract from the Cycle Programme Blueprint showing state at the end of the different tranches of work.

Kensington Gardens	
Black Lion Gate	Pedestrian gates will be provided either side of the existing listed gate to provide more circulation space for pedestrians and cyclists entering the park. This will reduce conflict at this point. It will line up with the Westminster crossing scheme which is part of the Queensway project. The turnstile will be relocated to be less visually intrusive.
Palace Gate	The entrance will be enlarged and set back in line with the centre of the avenue along the Broad Walk. It will improve visibility and turning space at the entrance for pedestrians and cyclists.

### St James's Park and the Green Park

Both Parks are wholly within the City of Westminster. They have X miles of road and three cycle routes (Constitution Hill, Canada Gate and Mall North Horsehide). There Constitution Hill is white-line segregated and the rest are shared-use areas. There are 3 cycle hire stations just outside the parks (Hyde Park Corner, Green Park underground and Duke of York Steps).

Key issues are:



1. the behaviour of a minority of cyclists who travel at high speeds and can be abusive to other park visitors;
2. several congested areas such as Canada Gate and Memorial Gates on Constitution Hill;
3. use of the parks for major events and ceremonials;
4. high security zones; and
5. enforcement by the Police.

Extract from the Cycle Programme Blueprint showing state at the end of the different tranches of work.

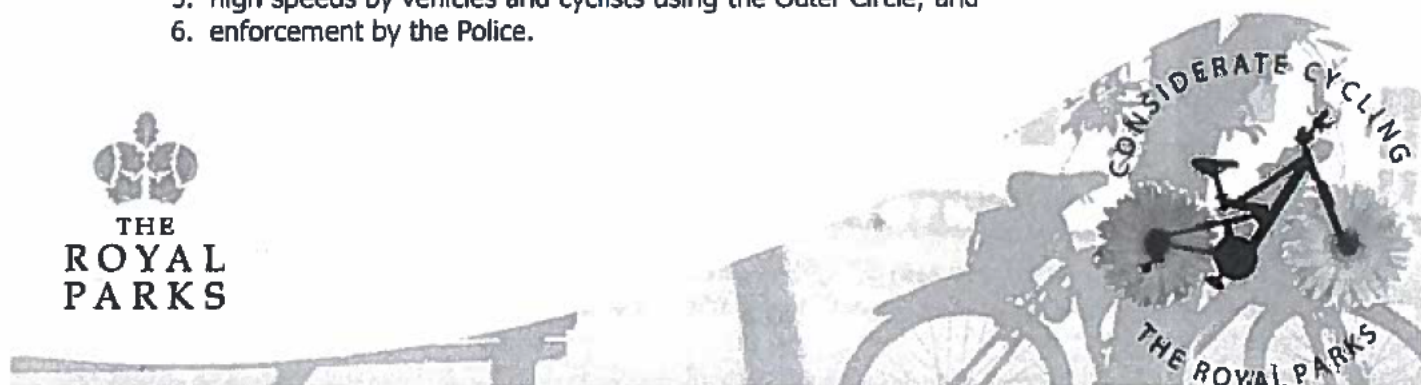
St James's and the Green Park	
Constitution Hill	The horseride converted into a 4m wide bi-directional cycle track. The existing cycle track would be converted to pedestrian path with and additional 1m of grass verge at the side. The space accommodates parking for garden parties and major events infrastructure.
Canada Gate	The cycle route joins the Quietway behind Canada Gate to the Mall North Horseride.
Mall North Horseride	Upgraded junctions to improve access and safety for cyclists and pedestrians. Alteration to parking arrangements.
Marlborough Road	Junction improved for safety with better alignment of infrastructure and lighting.
Queens Walk Feasibility Study	A study will determine if the route is viable for opening as a shared-use route. Key issues would be to improve the safety of access/egress onto Piccadilly working with Westminster City Council and the entrances to the pedestrian passageways that access the route.
Horse Guards Road and Mall Junction	Improvements to the junction for safety of all users. This would include possible integration of the two signalised crossings and altered geometry of the junction.
Duke of York Steps	Concept designs to make improvements to the steps for accessibility (additional handrail) and enabling cyclists to push their bikes up and down the steps more easily (based on observed behaviour).

### The Regent's Park

The Regent's Park with Primrose Hill is within the City of Westminster and London Borough of Camden. They have X miles of road and one cycle route (Broad Walk). The Broadwalk cycle route is a shared-use route. There are three cycle hire docking stations within the Park.

Key issues are:

1. the behaviour of a minority of cyclists who travel at high speeds and can be abusive to other park visitors;
2. several congested areas such as entrance to the Broadwalk at Chester Road entrance;
3. use of the parks for events;
4. accident and incidents on the Outer Circle;
5. high speeds by vehicles and cyclists using the Outer Circle; and
6. enforcement by the Police.



Extract from the Cycle Programme Blueprint showing state at the end of the different tranches of work.

The Regent's Park	
Outer Circle Junction Improvements	Improved junctions will reduce car speeds and accidents on the Outer Circle. Emphases that the Park is a Pedestrian Priority zone and cater for vulnerable users so that they can access the park easily. Clarence Gate, Park Square East & West, Chester Road, York Gate, Gloucester Gate, Hanover Gate and Macclesfield Bridge entrance treatments to create better crossings for pedestrians (most likely raised tables with pedestrian refuges). This would be designed to reduce vehicles speeds and reinforce pedestrian priority at these points. Traffic signals removed to reduce clutter.
Signage/wayfinding	Minimal signage/wayfinding is sufficient to sign cyclists and pedestrians at key decision points.
Gate Management	Infrastructure would be installed to enable easier gate management where various gates could be closed during the day to allow pedestrian cyclist movement but not motorised vehicles. To significantly reduce through traffic and make the roads less dominated by motorised vehicles. Enabling better junction design and reduces traffic management infrastructure.
ZSL London Zoo (Outer Circle North)	This section of the Outer Circle from the Gloucester Slips Car Park entrance to Primrose Hill Bridge crossing treated differently in design to reduce car speeds and allow pedestrians easier and safer access across the road. This may involve a zebra crossing at St Mark's bridge crossing and surface treatments and pavement enhancements. This area has always had a different design quality with poorer quality design and materials used.

### Richmond Park

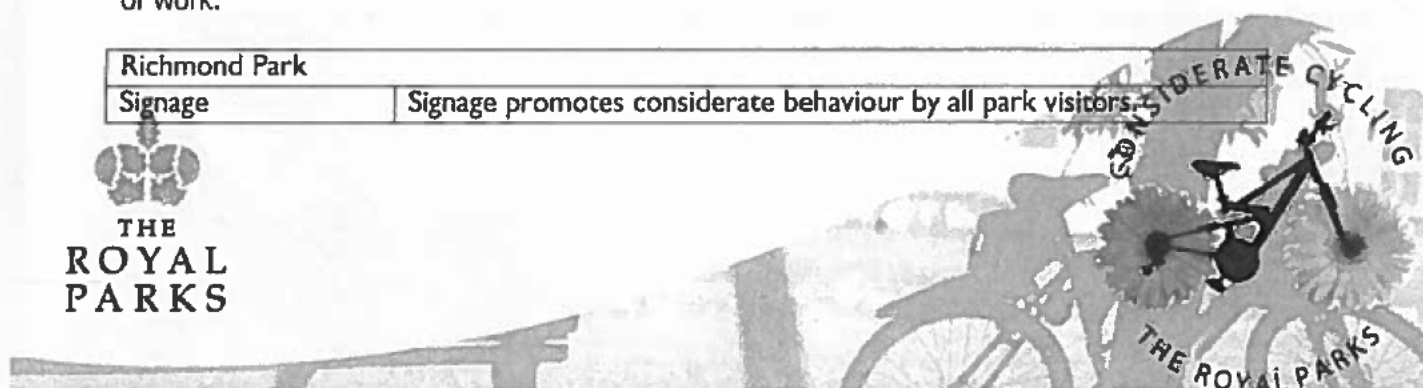
Richmond Park is within the London Borough of Richmond upon Thames. It has X miles of road and X miles of cycle route (mainly the Tamsin Trail). All cycle routes are shared-use route. There are no cycle hire docking stations within the Park. Richmond Park has a 20mph speed restriction.

Key issues are:

1. the behaviour of a minority of cyclists who travel at high speeds and can be abusive to other park visitors;
2. numbers of cyclists using the park also large groups of cyclists in pelotons;
3. use of the parks for events;
4. accident and incidents;
5. high speeds by vehicles and cyclists using the roads; and
6. enforcement by the Police.

Extract from the Cycle Programme Blueprint showing state at the end of the different tranches of work.

Richmond Park	
Signage	Signage promotes considerate behaviour by all park visitors.



Wayfinding	Routes clearly signed to destinations.
Infrastructure	Bridges and key junctions improved. Paths are well maintained for pedestrians and cyclists.

### Bushy Park

Bushy Park is within the London Borough of Richmond upon Thames. It has X miles of road and all the park paths are shared-use cycle routes. There are several longer distance cycle routes marked in the Park. Bushy Park runs a companion cycling scheme. There are no cycle hire docking stations within the Park. Bushy Park has a 20mph speed restriction.

Key issues are:

1. maintain the historic landscape uncluttered with signage;
2. access and egress at a couple of gates;
3. accident and incidents; and
4. enforcement by the Police.

Extract from the Cycle Programme Blueprint showing state at the end of the different tranches of work.

Bushy Park	
Signage	Signage promotes considerate behaviour by all park visitors.
Wayfinding	Routes clearly signed to destinations.
Infrastructure	Paths are well maintained for pedestrians and cyclists.

### Greenwich Park

Greenwich Park is within the Royal Borough of Greenwich. It has X miles of road and X miles of cycle route. Two cycle routes are shared-use with cycle lanes (white-line segregation) on the Avenue. There are no cycle hire docking stations within the Park. Greenwich Park has a 20mph speed restriction.

Key issues are:

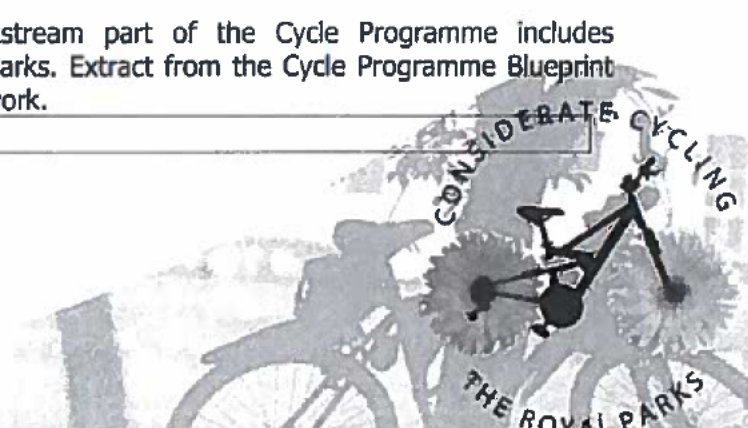
1. the behaviour of a minority of cyclists who travel at high speeds and can be abusive to other park visitors;
2. use of the parks for events;
3. accident and incidents particularly at Blackheath Gate; and
4. enforcement by the Police.

Extract from the Cycle Programme Blueprint showing state at the end of the different tranches of work.

Greenwich Park	
Signage	Signage promotes considerate behaviour by all park visitors.
Wayfinding	Routes clearly signed to destinations.
Infrastructure	Entrance at Blackheath Gate improved to reduce accidents. Paths are well maintained for pedestrians and cyclists.

The overarching behavioural change workstream part of the Cycle Programme includes activities and interventions in all the Royal Parks. Extract from the Cycle Programme Blueprint showing state at the end of the tranches of work.

Pathway Code of Conduct





Considerate cycling campaign	The campaign logos for the considerate cycling and the pathway code of conduct are visible in the parks and recognisable by visitors. Signage is clear and encourages considerate behaviour by all visitors. Signage is clear particularly at cycle hire docking stations clearly indicating the cycle routes and where cycling is permitted.
Bike Week 1 & 2	Considerate cycling is promoted each year along with cycle safety such as being seen in poor lighting conditions and ensuring bikes are in safe working order. Consultation information is gathered including origin and destination information and which parks people cycle in and for what purpose. Cyclists asked to sign up to the pathway code of conduct.
<b>Infrastructure</b>	
Signage	Signage is clear showing where cycling is permitted. Cyclists encouraged to be considerate to other park visitors and wildlife. Signage clearly states the penalties for cycling off permitted cycle routes and for dangerous behaviour.
Wayfinding	Directional signage is helpful to sign destination points within and surrounding the Parks.
Materials	Designs for cycle routes, junctions and decision points are sensitive to the historic landscapes. Materials used help guide cyclists and pedestrians encouraging considerate behaviour and awareness of different visitors. High quality materials used for road surfacing, pathways, signage, fencing and markings.
<b>People</b>	
Stakeholder meetings	Regular meetings that provide strategic and operational guidance. Continual review of membership and content to ensure that meetings are fit for purpose. Vehicles of sharing consultation materials and engaging with park visitors.
Guidance and Enforcement	Staff and police work together to promote considerate behaviour in the parks, reducing crime and accidents/incidents. Penalty Notice Demands issued to persistent offenders.
<b>Digital</b>	
Website	Website provides clear information relating to cycling in the parks. Up-to-date information on improvement projects and guidance. Promotes the considerate cycling and the Pathway Code of Conduct. Enables consultation and participation in cycling improvement projects. Clearly states when cycle routes will be disrupted due to events, projects etc. giving clear alternative routes and diversions.
Social media and Email	Provides timely information and responds to queries.
Data Gathering	Good accident and incident information centrally collated to give evidence for benefits and progress against targets. Other cycling data such as origin and destination surveys help inform design improvements. Cycle counters installed to monitor volumes of cyclists using the Parks.



