



London Cycling Campaign response to TfL consultation on the changes to Park Lane

<https://haveyoursay.tfl.gov.uk/park-lane7> November 2022

About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 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 drafted with input from our Westminster group.

Response

Overall, as London Cycling Campaign we strongly support the changes made to Park Lane since 2020 and want to see them made permanent.

Vision

We fully support TfL's vision for making Park Lane a safer and less intimidating road for everyone. The introduction of the bus lane, cycle lane and improved crossing has gone a long way to achieving that, along with the 20mph limit. We would like to see this approach rolled out on many more of TfL's roads across London.

We have also heard from those - women, especially - who use this road regularly that the protected cycle lane on the road has enabled them to cycle more often, given that the shared path in the park is not well lit after dark, and for some women this cycle lane was the reason they took up cycling locally in the first place. Some have been happy to take young children on the cycle lanes.

We have also heard from Wheels for Wellbeing that the shared path in the park is not suitable for many disabled cyclists, due to the aggressive speed humps and the presence of many pedestrians to manoeuvre around, whereas they find the Park Lane cycle lanes more easily accessible.

Improvements

We would like to see the following changes:

- The pinch points created by the narrow shared gates in and out of the park at Hyde Park Corner are an unnecessary and inconvenient hazard. Other gates need to be opened so that pedestrians and cycles can remain separate.
- The shared path around the entrance to the car park is not ideal. We would like to see separation between pedestrians and cyclists, even if it means reallocating road space. (In the long term we would suggest this car park is repurposed.)
- Onward connections:
 - From the crossing at Stanhope Gate we would like to see a high-standard cycleway, and/or a network of low traffic streets, that connects to Regent Street / Soho
 - A safe cycleway connection is also needed between Brook Gate and Regent St / Soho
 - From the north end of the route there is no safe onward route to the north or east, and the Marble Arch gyratory is deeply hostile
 - The Hyde Park Corner gyratory has one safe cycle route across but remains an unpleasant road system to navigate in all other directions.