

Dear Sir

This is intended to draw readers' attention to the issue of pedestrian and cyclist safety at the A316 and London Road roundabout. Anyone who regularly uses this stretch of road will, I'm sure, be well aware of

- a) The absence of safe crossings - including no zebra crossing - for pedestrians and cyclists on north and south side of London Road, and east side of the A316. (There are traffic lights on the east side of the A316)
- b) The speed of traffic across the A316 and a continued traffic flow along all four arteries, which is particularly heavy during certain times of the day.

There are traffic islands in the middle of each of the above roads but these only provide a relative point of safety once someone has managed to get across. The islands are located at the roads' widest point. Not ideal. They are not useful in trying to negotiate how to move from one section of the roundabout to another when there is no break in heavy and fast moving traffic. The roundabout is more than 2 lanes wide with all entries from 4 arteries at least 2 lanes wide. I think most people would agree that this roundabout is very dangerous to use for the most vulnerable road users.

Earlier this year, Transport for London issued plans in response to questions from Caroline Pidgeon, Chair of the GLA Transport Committee, to make it easier for pedestrians and cyclists to cross this roundabout. But in practice these fell far short of what is really needed. The plans do not include installation of zebra crossings across the London Road or A316 west side, nor to enlarge the central circular island. They are planning to widen islands, but not by very much and certainly not sufficiently to slow traffic or make it easier to cross.

Richmond Cycling Campaign, and others, including Lib Dem GLA Member Caroline Pidgeon, have been pressing the Mayor's Office about TfL's plans and the danger this roundabout poses. We would call on the Mayor not just to pay lip service to his own Transport Strategy which recognises:

- The need to improve road safety, particularly for cyclists and pedestrians who are more at risk than other road users and suffer disproportionate casualty rates;
- That improving facilities to make routes safer for pedestrians and cyclists remains a top priority;
- A need for investment in infrastructure to make it easier to cycle and walk.

We would add that there is a strong link between infrastructure, environment and health. Londoners are already suffering the effects of poor health due to pollution levels, with transport being a significant source. The Mayor needs to address this issue urgently or face EU fines. We should not forget that the London Road and

A316 are also residential streets. Finally, initiatives which encourage walking and cycling would help tackle London's childhood obesity problem whilst motor vehicle speed is a major contributory factor in road casualties.

TfL may be more concerned with efforts to maintain a smooth traffic flow along the A316 but we suggest that this cannot be achieved whilst car use continues to increase. It can only happen if schemes designed to reduce car use (and thereby encourage other forms of transport) are implemented. Once roads become safer or are perceived to be safer to use, this in turn encourages greater use.

TfL and The Mayor have a greater responsibility to pedestrians – including wheelchair users – and cyclists because they have a greater vulnerability. Safety must come before traffic flows. But if we are also to support a shift in transport behaviour in order to address other and more strategic issues such as pollution, ill health, congestion, noise, as well as peak oil/dirty oil and climate change then we need to start prioritising our resources as well as our road design.

Yours faithfully

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