1. Problem Stated by Highway Authority at Identified Location

"The A305 Richmond Road between Rosslyn Road and Richmond Bridge is an important and well used cycle route serving Richmond Bridge and Richmond Town Centre. Poorly positioned traffic queuing north east towards Richmond Bridge can obstruct cycle movements, particularly during the morning peak hours."
Consultation Letter 5th December 2012

2. Solution/s Proposed by Highway Authority

"The Council is proposing to introduce a 1.30 metre wide Advisory Cycle Lanes (**ACL**) north eastbound to encourage queuing traffic to keep the kerb-line clear of obstructive vehicles (please see plan on reverse). The ACL and the existing "At any time" waiting restrictions should ensure that cyclists travelling along Richmond Road towards Richmond Bridge have uninterrupted access."
Consultation Letter 5th December 2012

3. RCC Responses to the Proposed Solution

3.1 Is the proposal a solution to the stated problem?

"Note this is one of four proposed works listed under "*Scheme 3 Borough Cycle Network: Implementation of cycle improvements on the Borough's cycle network"* on the TfL funded Cycling Capital Budget 2010/11"

"In general we welcome the proposal for a cycle lane in this stretch of road as a good way of getting less confident cyclists through log-jammed traffic. Parking is already prevented so the only thing stopping cyclists filtering through is the road positioning of the vehicles queuing. Being able to filter through congested streets makes cycling an attractive choice. The more people who choose to cycle the less the congestion and there are also gains in pollution reduction and in public health."

3.2 Proposed Advisory Cycle Lane width

"If a 24/7 logjam could be guaranteed the 1.3m width would be less of a problem – most cycles can pass stationary traffic in that space, although it is probably tight for tricycles and trailers. However, there are times when traffic is flowing and in these circumstances a cyclist in the lane is likely to be given only 1.3m of space. This is in contravention of Highway Code Rule 163 to give a vulnerable road user at least as much space as a car – i.e. over 2m.

London Cycle Design Standards [**LCDS**] says, for that reason, cycle lanes should normally be 1.5m and preferably 2m: I'm aware they say narrower lanes can be useful on the approach to a junction but this is quite a substantial length of road.

If the lane were mandatory I appreciate that requiring 1.5m to be set aside might be problematic for large vehicles. As it is only advisory some incursion is allowed so there is no need for the sub-standard width."

"The northbound carriageway from Rosslyn Road to Richmond Bridge is between 5.1 and 5.4m wide and there's just about room for a 1.5m cycle lane. There's no justification for reducing it to 1.3m."

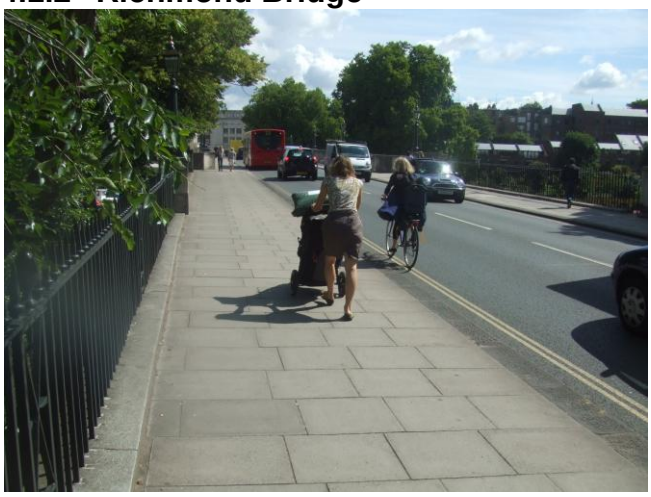
4. RCC Proposed Additional Works at the Identified Location

4.1 Context and Continuity of Route

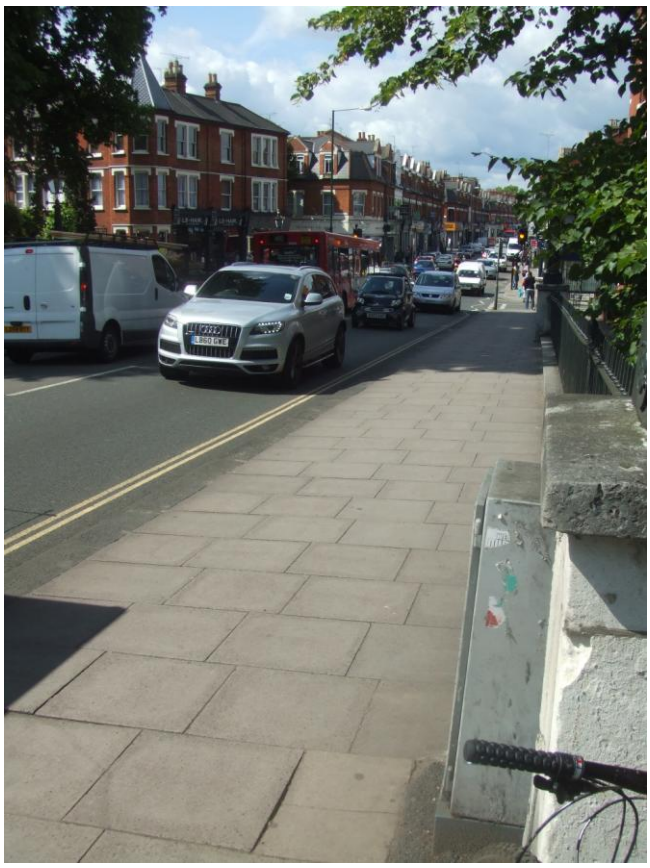
4.1.1 Rosslyn Road

"...the proposed lane does not link to anything at either end. There's a shared use path on the footway in Rosslyn Road at the junction with Richmond Road: can't the proposed cycle lane be extended west to link to it rather than starting further along Richmond Road?"

4.1.2 Richmond Bridge



"Richmond Bridge is a problem without an easy solution (a pedestrian Eton Street?) Accepting it's too narrow for a cycle lane implies it's too narrow for other vehicles to overtake cyclists safely. Some means of indicating to cyclists they should *"take the lane"* and to drivers that they should expect cyclists to do so is needed."



4. RCC Proposed Additional Works at the Identified Location

4.2 Speed Limit

"A 20mph limit from Rosslyn Road northbound would be appropriate here. I can't say where it should end but including Richmond Bridge is essential. The limit could usefully extend to Richmond Circus."

4.3 Increasing the width of the carriageway

"There's a problem between Cresswell and Morley Roads where six parking bays on the southbound carriageway leave only 2.4m width for the southbound traffic. This is just adequate for cars but vehicles wider than cars have no option but to cross into the northbound carriageway in order to pass [see Google Street View for the bus well over the centre line] forcing northbound traffic into the left hand side of their lane adjacent to the kerb. With the present road markings, it is still possible for the two traffic streams to flow simultaneously, but a mandatory cycle lane would, if it were obeyed, result in one way working along this stretch of road. If it were not obeyed or were not mandatory, this stretch of cycle lane would be ineffective when there is heavy traffic in either direction.

3 possible solutions to this problem are:

1. Remove the parking bays;
2. Move the kerb line along this section back by a couple of metres; (good solution but relatively expensive)
3. The footway on the northbound side of the road is over 7m wide and there is room for a cycle path, although there are complications owing to clutter on the footway and a bus stop (feasible and low cost)."