

Campaigning Year November 2011 to October 2012

1. November – December 2011

16th November

Reply from LBRuT to e-mail about [Bushy Park Road footbridge](#) submitted on 21st September and re-submitted on 6th November:

"We've noticed the decision to spend [s106 money](#) on the footbridge over the railway from Bushy Park Road to Sandy Lane. Looking at [the map](#) this appears to be the only crossing point between Teddington and Kingston Bridge. Whilst it's not shown as a route on the LBRuT Transport Map, Bushy Park Road is a recommended route on TfL map 9 [north of the railway] and is directly opposite an entrance to Bushy Park on the south side. For those reasons it seems to fit with **Scheme 7 Pedestrian Footbridge Improvements, Draft Cycling Capital Budget 2011/12**. The Council reports clearly identify Network Rail as the responsible authority and partner in the works. Please could you ask your Network Rail contact about the feasibility of installing wheeling channels on the bridge as they did at Barnes Bridge?"

"The footbridge structure belongs to Network Rail (NR) and any alterations that we make to the footbridge need the approval of NR. We will be preparing a scheme for improvement works to this footbridge, and this will include the installation of wheeling channels. This job is programmed for the next financial year, 2012-2013."

17th November

E-mailed Tony Arbour, London Assembly member:

"As a resident of the London Borough of Richmond upon Thames, a cyclist and a member of Richmond Cycling Campaign I'm writing to ask you to do everything you can to ensure TfL undertake the urgent remedial work recommended by London Cycling Campaign at the Bow Roundabout in east London, part of the Barclays Cycle Superhighway, where there have been two fatal collisions in less than three weeks. You will know that the first cyclist to die lived in your area and his wife wrote this on the BBC blog <http://www.bbc.co.uk/news/uk-england-london-15708227>

"I am the wife of Brian Dorling who was killed on 24th October at this awful junction. I and our 3 children are devastated by his needless death on what is an appalling layout. We went to watch the reconstruction of the collision and whilst I was watching the traffic in 20 minutes 3 more cyclists were nearly hit. I said to the police and traffic engineer at the time that someone else will die."

Tragically, Mrs Dorling was right and she is working very hard and very publicly to ensure it doesn't happen to someone else.

The cycling community in London currently believe that, for whatever reason, TfL are ignoring the advice, expertise and knowledge of cyclists in London and that these tragic events are an inevitable and predictable consequence. Please do all you can to make sure they're not."

*"Thank you,
I too want London to be a safe City for cyclists."
Tony Arbour*

"Thank you Mr Arbour,
it's reassuring to know we're working for the same outcome: can you tell me what you are doing to achieve it?"

No reply to date: 12th December

18th November

Reply to e-mail from Susan Scorer about wheeling channels at Teddington Station:
"I've attached the [Council's Draft Cycling Budget 2011-12](#) which includes:

Scheme 7: Pedestrian footbridge improvements

Implementation of improvements at footbridges within the Borough

Scheme 9: Rail Station Interchange Improvements

Ongoing programme to deliver accessibility improvements at Borough railway stations – 2011/12 programme to be agreed with South West Trains

I asked at the last meeting of the CLG if these 2 schemes could be combined and I think the answer was no because Scheme 9 is railway specific but I'm sure Teddington station was mentioned then. I've asked for more detail about both schemes."

25th November

Reply to e-mail from Monica Saunders, Green Party

"As you probably know already LCC is committed to campaigning in respect of the London Assembly Elections on the single issue of "Go Dutch - making space for cyclists on main roads" details of which I've posted on the RCC website [click [here](#) if you've not seen it] Although the campaign is not launched officially until the New Year we expect to be asked to write to all our Assembly candidates, including the Green Party, asking them to endorse Go Dutch and all that goes with it, including an acceptance of the financial implications.

LCC did consider 20mph during the discussions on what the single campaigning theme should be but decided that, rather than a theme, it should be one of a range of options to be considered when setting out to solve identified problems on particular cycle journeys like the pinch points created by bridges over the river, such as Richmond Bridge, where there is no off-road alternatives. However, the [Sustrans Assembly campaign](#) is focused on 20mph.

At RCC we are particularly concerned about the cycle collisions map, 2005-2010, Richmond Council gave us in September that clearly show clusters in East Sheen, Richmond, Teddington and Twickenham high streets / town centres. We are currently working to ensure the needs of cyclists are met in Twickenham as participants in the Area Action Plan consultation. However, we haven't identified any similar opportunities at the other locations. It may be that an organised ride of these collision clusters would be worthwhile during the Assembly Elections campaigning period.

What would be really useful to know is where we can find information about air quality at these locations. Sustrans are making the link between 20mph and health benefits, coinciding with the collaboration in Liverpool between the Council and PCT recently highlighted by [20s Plenty for us](#)"

28th November

- [Website post](#) on 3 LBRuT highway engineering proposals;
- FoI request to MPS re: speeding in Richmond Park prompted by letter in [RTT 25th November](#):
"How many pedal cyclists have been prosecuted for failing to comply with the speed limits on the roads in Richmond Park since the MPS assumed responsibility for policing from the Royal Parks Constabulary?
How many vehicle drivers have been prosecuted for failing to comply with the speed limits on the roads in Richmond Park in the same period?
 1. Compare year on year, either calendar or financial whichever is easier;
 2. Distinguish prosecutions as either fixed penalty notice or summons to appear at court."

29th November

- Twickenham Town Centre site visit in preparation for responding to Twickenham Area Action Plan public consultation due to begin on 16th December for 8 weeks;
- E-mailed Veloteers re: LBRuT and TfL highway engineering proposals;

30th November

E-mailed Highways and Transport about Airtrack Lite proposals:

"I'm writing on behalf of Richmond Cycling Campaign to ask if LBRuT is discussing the proposal made by the London Borough of Wandsworth?"

http://www.wandsworth.gov.uk/news/article/10776/new_airtrack_plan_to_connect_heathrow"

"Richmond upon Thames is aware of the Wandsworth proposal but has a number of issues with it. It by-passes Richmond and Twickenham stations on the Hounslow loop line therefore will have limited benefit for this Borough. It requires a new station at Staines. Separating a train at Staines leads to unacceptable downtime on the platforms for South West Trains and therefore not likely to find favour. Discussions are on-going with neighbouring local Authorities, SW trains/network rail and Heathrow."

"...the Campaign's enquiry was motivated by consideration of potential impact on the usefulness of National Cycle Network Route 4 which you'll know currently runs over the double level crossings in Vine Road. This links in turn to the Barnes Common feasibility study in the current financial year's programme of cycle schemes and RCC's proposal to allow cycling on the footpath running from Vine Road to Barnes Station in order to provide a continuous link with the other cycle scheme at Rosslyn Avenue and Woodlands Road.

Incidentally, do you know the nature of the work at the old railway yards adjacent to Queens Ride? Could a successful Airtrack proposal generate money [say s106] sufficient to build a new pedestrian / cycle bridge over the line in that area, say alongside the existing Queens Ride road bridge?"

"Work at Barnes Goods Yard is the start of the residential development that was given permission in 2009. We could try to establish some 106 funding from an Airtrack scheme..."

1st December

Meeting with Sustrans about Barnes Common, NCN4 and Airtrack Lite

3rd December

Attended LCC Go Dutch workshop:

First session provided information about the principles underpinning Dutch highway engineering with photographs of multiple examples [article in next edition of London Cyclist] Rest of day discussed how to achieve the LCC objective aim of 100,000 signatures on the Go Dutch petition and 10,000 cyclists on Go Dutch ride.

4th December

- E-mailed Hounslow and Kingston co-ordinators about campaigning together for Assembly elections;
- E-mailed LBRuT about collaboration with Primary Care Trust on public health benefits of 20mph following Liverpool example:
"I am writing on behalf of Richmond Cycling Campaign to ask if there are any comparable discussions going on between the London Borough of Richmond upon Thames and the PCT about the public health benefits of 20mph limits? Are there any plans to do so?"

NHS part funds 20mph limits for Liverpool in landmark Public Health collaboration

This ground-breaking deal confirms joint Local Authority and public health responsibility for roads. 20mph speed limits cost effectively prevent injury and promote healthy lifestyles. Liverpool City Council and PCT are working together for the good of their communities. The PCT is paying 40% - £665k of £1.665m - of funding jointly allocated to road danger reduction through 20 mph limits. Recognising the benefits of preventing road deaths, injuries and transport-related illness, £400,000 (28.5%) has been allocated from PCT budgets toward the £1.4m anticipated cost of the council programme to implement 20mph signed-only limits over the next four years. In addition, the PCT are paying £265,000 for a programme of perception surveys and community engagement work on slower speeds. Extensive public health promotion on 20 mph limits is new territory where Liverpool's public authorities are leading the way. 31 per cent of residential roads in Liverpool currently have 20mph speed limits. Plans extend this by a further 39 per cent - 587km of roads to a total of 70% of all roads. Paula Grey, Director of Public Health for Liverpool, said:

"We know that cutting speed can save lives, as well as making our neighbourhoods much more pleasant places to live. And by making roads safer we create more opportunities for people to use greener forms of transport - such as cycling and walking - which are also better for their health."

Reply from Councillor Harborne, Borough Cycling Champion, on 6th December:

"Thank you for copying me in on this. Did you know that there are already 46 20mph zones in the borough and large parts of the rest of the borough where there is no record of any accidents at all, ever. We are the 3rd safest LB out of 33. Obviously we should be the safest, but that's a work in progress. Sometimes campaigning to improve safety is counter-productive. It puts potential new cyclist off. Is that what you want to do? Particularly when the fear of accidents is not backed up by statistics. Don't you think? Can we please have RCC encouraging people to cycle not putting them off. It would be better for everyone."

"Hello Councillor,

Yes, very helpfully we have a map of cycle collisions recorded in the Borough between 2006 and 2010 so we know exactly where they do and don't happen which is why we're particularly concerned about the 4 clusters identified below.

As a campaigning group we constantly wrestle with the problem of unintentionally discouraging people from cycling but it's our view that people make informed decisions about risk when they know the facts, hence our concern about these four clusters. I am very happy to publicise the fact we are the 3rd safest Borough in London if you tell me the meaning of "safe" and the statistical source.

Do you have a list of the 46 zones in the Borough and do you know how this compares with other Boroughs, say the neighbouring Boroughs of Hounslow and Kingston with whom we share our Assembly Member? It's been suggested Richmond has the 2nd lowest number of zones in the country, do you know if that's the case?

Are you able to answer my original question about talks with the PCT?"

No reply to date: 12th December

- E-mailed LBRuT about Cycle Collision Data:

“At the October meeting we asked if this data would be used to decide on the programme of works for the coming financial year and we were told it would be a consideration. Looking at the map we noticed a number of clusters, in particular:

1. East Sheen, Upper Richmond Road between Clifford Avenue and White Hart Lane;
2. Richmond Town Centre, including Richmond Road in East Twickenham, the junction with Hill Rise, George Street and the Quadrant to the junction with A316 and Kew Road;
3. Teddington Town Centre, including Kingston Road j/w Ferry Road, the High Street including the junctions with Station and Waldegrave Road, Broad Street and Park Road.
4. Twickenham Town Centre, along Heath Road, at the junction with Cross Deep, along London Road and the junction with Whitton Road

We know **1. East Sheen** is the responsibility of TfL, not LBRuT, and that work is being done there at the moment.

We know **2. Richmond** has been, and continues to be subject, of discussions but is it the Council's intention to undertake any highway engineering works intended to reduce the number and severity of cycle collisions at the identified locations in the programme of works for the next financial year?

We don't know of any considerations in relation to **3. Teddington** so is it the Council's intention to undertake any highway engineering works intended to reduce the number and severity of cycle collisions at the identified locations in the programme of works for the next financial year?

We know **4.** may fall within the remit of the Twickenham Area Action Plan, which is subject to public consultation from 16th December, but is it the Council's intention to undertake any highway engineering works intended to reduce the number and severity of cycle collisions at the identified locations in the programme of works for the next financial year?”

“the four sites you highlight will be taken into consideration when we carry out our annual accident analysis to look at next year programme, two are already part of the town centre studies currently ongoing.”

“Is it possible to have an electronic version of the map provided, and in due course, the numbers behind the map to identify issues such as whether the cycle collisions in Heath Road, Twickenham, happen in the eastbound or westbound carriageways?”

“this was produced by TfL and I am not sure they give out electronic copies to outside bodies.”

- E-mailed LBRuT asking:
“if the London Borough of Richmond upon Thames has anything comparable to <http://www.hounslowtravelactive.co.uk/hubstudy/> or any plans to do so?”

“No we have nothing comparable to Hounslow's interactive map and there are no plans in the immediate future to produce anything similar.”

6th December

E-mailed LBRuT with responses to [Hanworth Road](#), [Stanley Road](#) and [Terrace Yard](#)

8th December

E-mailed [20s Plenty for Us](#) asking if there's a list or comparative table of 20mph limits for each local authority in the country.

12th December

E-mail from LBRuT consulting on [planned advisory cycle lane](#) between Rosslyn Road and Richmond Bridge, East Twickenham.