

LONDON BOROUGH OF RICHMOND UPON THAMES

Cabinet Member Decision

DATE: January 2012

REPORT OF: The Cabinet Member for Highways & Streetscene

LEAD OFFICER: Aurang Zeb - Head of Highways & Transport

SUBJECT: Hampton Court Road – Roundabout

WARDS: Hampton Ward

KEY DECISION?: NO

IF YES, IN FORWARD PLAN?: NO

For general release

1. PURPOSE OF THE REPORT

- 1.1 To report the results of the public consultation to improve road safety, street scene, cycling and pedestrian facilities from Hampton Court Road Roundabout to Hampton Court Way.

EXECUTIVE SUMMARY

- 1.1. There have been a series of accidents recorded on Hampton Court Road at the roundabout, including a high number of pedestrian collisions. The proposals are part of on going improvements that, when complete, will be part of combined measures to improve road safety for all modes of transport. During the public consultation there were no objections to the proposals.

2. RECOMMENDATIONS

- 2.1 **It is recommended that the Cabinet Member for Highways and Street Scene approves the scheme shown in drawings 2211-CS-GL-004 & 006 and agrees to the conversion of sections of footway to cycle track (with a continuing right of way on foot) under Section 66(4) and Section 65 (1) of the Highways Act 1980**

3. DETAIL

- 3.1 Hampton Court Road is part of the strategic road network, which runs from Thames Street, Hampton to Church Grove, Hampton Wick with the eastern half of the road being bounded by Bushy Park to the north and Hampton Court Palace to the south.

- 3.2 Both Bushy Park and Hampton Court Palace generate pedestrian, cyclist and vehicular traffic, which add to the traffic already using Hampton Court Road as a through route.
- 3.3 Due to the significant vehicle flows on Hampton Court Road it remains a high priority on the boroughs collision ranking. A collision investigation undertaken at the roundabout on Hampton Court Road, raised the issue of the higher than average number of pedestrian collisions at this site.
- 3.4 Hampton Court Bridge is used by approximately 2000 cyclists a day. Many cyclists make use of the existing off road segregated cycle track on the western side of the Bridge and continue their journey along the footway to cross at the pedestrian crossing facilities in front of the Palace, where they either dismount or cycle along the footway illegally. The off road cycle route running along Barge Walk, Hampton Court Bridge and the Thames Towpath (Surrey Bank) forms part of National Cycle Network Route 4.
- 3.5 The existing pedestrian crossing in front of Hampton Court Palace has recently been widened and the equipment upgraded to a toucan crossing as part of Transport for London (TfL) signal modernisation programme. As a result the crossing can now facilitate both pedestrians and cyclists wishing to cross the road at this point.
- 3.6 A toucan crossing is a shared signal controlled crossing for pedestrians and allows bicycles to be ridden across. A "green bicycle" symbol is displayed next to the "green man" when cyclists and pedestrians are permitted to cross.
- 3.7 To accommodate cyclists fully it will be necessary to dedicate short sections of footway on both sides of the road between the bridge and the existing crossing to shared use paths.
- 3.8 Extending the shared path to the zebra crossing on the western arm will enable cyclists to avoid the busy roundabout with a view to providing further off road cycle facilities linking existing cycle facilities at either end of Hampton Court Road in future schemes to provide an invaluable link for cyclists.
- 3.9 Cycling on *footways* (a pavement at the side of a carriageway) is prohibited by *Section 72 of the Highway Act 1835, amended by Section 85(1) of the Local Government Act 1888*. To convert part of a footway to a cycle track the appropriate part must be "removed" under the powers in Section 66 (4) of The Highways Act 1980, and a cycle track "constructed" under Section 65 (1). A resolution is required to provide clear evidence that the Council as Highway Authority is exercising its power under the Act.
- 3.10 Hampton Court Bridge is a grade II listed structure; as a result the existing cycle track is constructed using the same materials as the pedestrian path but laid in a different pattern in order to remain unobtrusive. This does however result in pedestrians walking within the cycle track, unaware of the presence of cyclists.
- 3.11 Relaying the cycle and pedestrian paths with a strip of granite setts and the installation of two bollards with appropriate signing will help to delineate the segregated paths and improve the surface condition.

Accident Data

3.12 A collision investigation was undertaken in 2010 at the roundabout on Hampton Court Road using the latest available full five years of accident data up to 31st December 2009, the results were as follows:

3.13 Below is breakdown of the 12 recorded collisions

	2005	2006	2007	2008	2009
Serious	1	0	0	1	0
Slight	2	1	1	2	4
Total	3	1	1	3	4

3.14 Below is a comparison between the average collisions rates for roundabouts and the rates at Hampton Court Road roundabout.

	KSI	Ped	P/Cycle	P2W	R / Turn
Richmond Ave	16.0%	12.0%	25.3%	20.0%	12.0%
Outer London Ave	8.7%	5.8%	8.7%	13.9%	10.7%
Adj Boroughs Ave	11.3%	8.5%	31.0%	18.3%	5.6%
Road Under Review	16.7%	41.7%	25.0%	25.0%	16.7%

3.15 The collision rates show that Hampton Court Road roundabout has high collisions rates compared to other junctions of this type, especially where pedestrians are concerned.

Proposal and Effects

3.16 The proposed measures will improve safety at the roundabout and also link up and improve the existing cycle facilities by formalising current cycling practice; this will also improve safety for cyclists and pedestrians on these facilities. The main features of the improvements are shown on Drawing Numbers 2211-CS-GL-004, 2211-CS-GL-006 as Appendices A & B and include the following:

2211-CS-GL-004:

- Reconstruction of footway to provide a clear delineation of segregated cycle and pedestrian areas (shown in red); and
- Conversion of the footways between the existing pedestrian crossing and Hampton Court Bridge (shown in blue) to unsegregated shared use (by removing the appropriate part of a footway under Section 66 (4) of the Highways Act 1980 and a cycle track constructed under Section 65 (1).

2211-CS-GL-006:

- Realignment of zebra crossings on the roundabout to create a safer crossing environment,
- Widening existing pedestrian refuges to provide greater capacity and much needed room for pushchairs and cyclists,

- Removing visual blockage created by existing planter on the roundabout to improve inter-visibility between all road users.
- Conversion of the footway between the existing pedestrian crossing and the zebra crossing on the western arm of Hampton Court Road to unsegregated shared use (by removing the appropriate part of a footway under Section 66 (4) of the Highways Act 1980 and a cycle track constructed under Section 65 (1).

4 CONSULTATION

- 4.1 Hampton Ward Members were consulted on the scheme with only one comment being made that the proposals were a good idea and that the pedestrian improvements would be most welcome.
- 4.2 The scheme was detailed at January's Cycle Liaison Group meeting and representations were received from RCC and Sustrans and have been included in the summary comments below.
- 4.3 Surrey County Council are supportive of the proposals.
- 4.4 The public consultation closed on 31st January with very few representations. Below are some of the comments:

Comment	Officer Response
It's good the pelican is being replaced by a toucan by the Palace on NCN4 but why not replace the two zebras in this scheme with toucans?	Placing signalised crossings on all arms of the roundabout without signalling the junction would undermine the operation of the junction. This would severely impact on traffic flows and could lead to increased personal injury collisions.
At the very least the existing segregated path over the bridge should be extended to the roundabout and left to the zebra crossing to join up with the off-road lanes on the north side of Hampton Court Road."	The extension of this facility is detailed on the proposals.
I'm very supportive of the proposals, which will upgrade very well used section of the National cycle Network	Noted.
The plants in the centre of the roundabout do not create a visual blockage, but force people to look and see what is coming.	The plants and trees on the roundabout block sightlines from North to South and vice versa. A large percentage of the collisions at this location have been attributed to this reduced visibility.

5 FINANCIAL IMPLICATIONS

- 5.1 The scheme is estimated to cost £80k and will be funded through the Local Implementation Plan funding allocation from Transport for London

6 POLICY IMPLICATIONS/CONSIDERATIONS

- 6.1 TRN 6 - The Council will develop and introduce traffic management and other measures aimed at improving road safety.

- 6.2 TRN 7 - The Council will continue to maintain and improve safety for pedestrians, by providing additional crossings, islands and refuges as needed, reviewing priorities at junctions to make it safer for pedestrians to cross, widening pavements where possible, ensuring adequate pavement maintenance and reducing conflict with other legal and illegal pavement users. Priority will be given to the needs of disabled people, the elderly and school children with regard to pedestrian safety.

- 6.3 TRN 9 - The Council will maintain and improve the environment for all pedestrians, including those with disabilities, by:

- o Considering regulating some or all motorised traffic from limited town centres areas,
- o Well designed and maintained pavements and street furniture;
- o Using landscaping to enhance the pedestrian environment;
- o Providing signs for pedestrians as a way of encouraging walking; Ensuring that all walking facilities and routes are accessible to everyone.

- 6.4 TRN 11 - The Council will seek to provide practical facilities for the safe and convenient movement of cyclists, including the development of a local cycle route to complement the London Cycle Network. New development must be designed to give high priority to cycle facilities and to link to the cycle route network and include secure parking in accordance with standards. It will also seek to provide and support the provision of secure parking areas for cycles in shopping and leisure centres, public transport interchanges and other public buildings. The design of new development must give high priority to cycle access and connecting into the cycle route network.

7 EQUALITY IMPACT/CONSIDERATIONS

- 7.1 All facilities will be built to current standards that ensure they improve accessibility for the visually impaired, disabled persons and less mobile persons.

8 LEGAL IMPLICATIONS

- 8.1 The Traffic Management Act 2004 places a statutory duty on all local authorities to keep cars, buses, bicycles, pedestrians and all other forms of traffic moving on their network of roads and street, and to work with other traffic authorities for the benefit of the wider network, and of course all road users.

- 8.2 The Road Traffic Act 1988 places a statutory duty on all local authorities to carry out studies on accidents within their area, identify high-risk locations and implement suitable remedial measures.

9 ENVIRONMENTAL IMPLICATIONS

- 9.1 The Council is committed to promoting sustainable travel. This is achieved through a range of policies and activities but encouraging use of public transport, walking and cycling is a key element of this policy. The proposed scheme will make a positive contribution to the environment by reducing congestion, air and noise pollution.
- 9.2 The improvements will promote the use of cycling journeys in Hampton. The provision of improved cycle routes should encourage more people to cycle as an alternative to the car and thus reduce volumes of traffic.

10 BACKGROUND DOCUMENTS:

Local Implementation Plan
Working File
London Buses Accessible Bus Stop Design Guidance
London Cycling Design Standards
LBRuT Public Space Design Guide.
London Borough of Richmond upon Thames, Development Management Plan and the Core Strategy DPD
Accident statistics provided by the London Accident Analysis Unit (LAAU)

12. CONTACTS

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