

Richmond Cycling Campaign - Permeability Audit

Twickenham Town Centre

Date of first Audit - 19/04/09

Audit to be reviewed – summer 2010 – date TBC

Attendees:

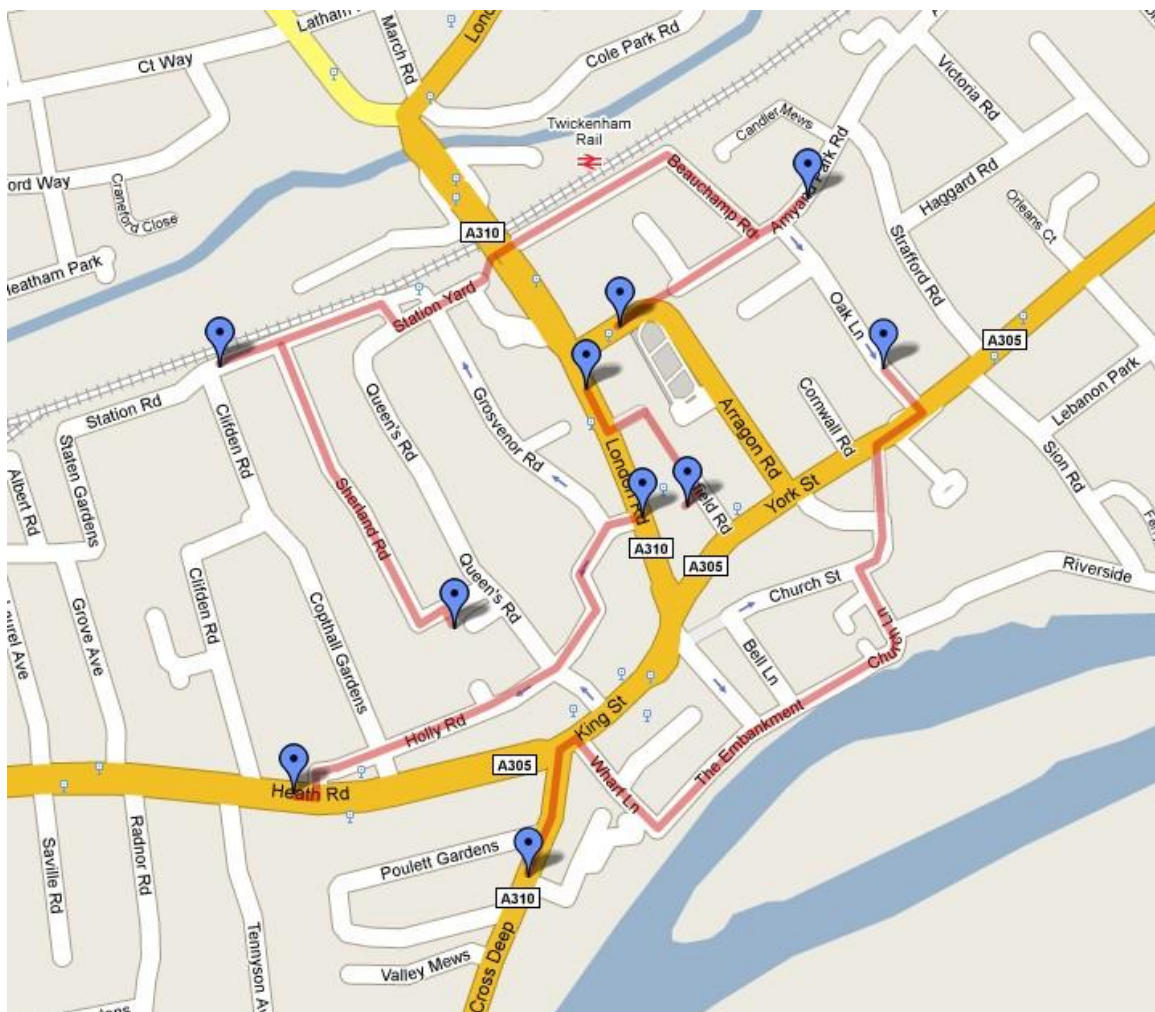
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The purpose of this audit was to assess Twickenham town centre and discover what measures could be taken to make cycle traffic flow more easily by installing measures that may be small but have a great effect on cycle journeys i.e. 'maximum route choice with minimum diversion'.

Richmond Cycling Campaign (RCC) recognises that financial considerations are usually paramount. These suggestions are intended to provide relatively cheap measures that would significantly improve the journeys for people who cycle.

Routes considered, in no order of importance:

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Katherine Street Route to Library

[Street View Link](#)

Route:

- Current route from London Road/Twickenham Station to Twickenham Library requires two turns across traffic - see figure 1.
- A signed route via Katherine Street would be shorter and safer - see figure 2.

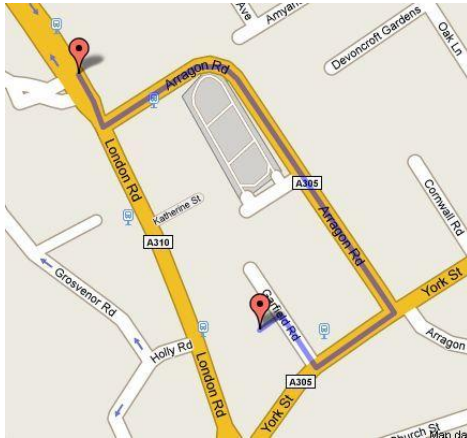


Figure 1 - Current Route



Figure 2 - Potential Route

Observations:

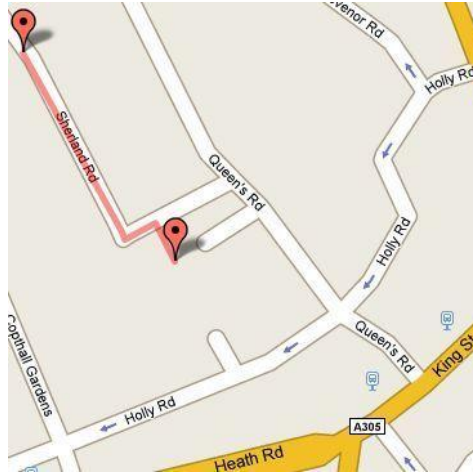
- Link between Katherine Street and Garfield Road is a footpath through a small green, this would require a change of access rights to allow cycling. It has a park bench on the footpath which would have to be moved.
- Opportunity to redevelop green area to improve lighting and safety of green - this would include widening the pathway through which would allow a segregated cycle path
- Katherine Street is currently restricted access as 'No vehicles except for access'. This could be changed to 'No *motor* vehicles except for access'.
- Entry to Katherine Street from London Road has single yellow line and often blocked by cars. Could be changed to double yellow. Entrance way already has dropped kerbs.
- The footway into Katherine Street would require marking to allow cyclists to cross the footway from London Road.
- Provides a safer route to Waitrose from York Street

Holly Road Car Park North Entrance

[Street View Link](#)

Route:

- Improved access to Holly Road Car Park for cyclists.



Observations:

- Current entry from Sherland Road involves cycling across footpath.
- Entry appears to have formerly have been a road entry into the car park.
- Need to consider interaction with pedestrians and cars in car park.
- Signage to Car Park, from Station Road (with days of market and/or directing to recycling facilities) should be provided.

Holly Road Contraflow

[Street View 1](#)

[Street View 2](#)

Route:

- Alternative Route to allow access to London Road from Heath Road bypassing hazards of bus stops on King Street



Observations:

- One way in the opposite direction to the current one way would benefit cyclists.
- Holly Road is narrow and it may not be possible to install a contraflow - would probably be necessary to have combination of contraflow and two way, which would allow all cyclists to go length of Holly Road but not motorists.
- Parking restrictions may be necessary.
- It may be possible to divert cyclists through the old cemetery.

Station Road

[Street View Link](#)

Route:

- Improvement of existing London Cycle Network Route 37



Observations:

- Current route along this section of Station Road is narrow and results in cyclists being intimidated by drivers, particularly as busy times.
- Pedestrians appear predominantly to prefer the footpath on the south side and removal of footpath on railway side of road would allow more room for cyclists. Do not recommend adding in marked cycle routes.

St Mary's Terrace

[Street View Link](#)

Route:

- Use of road under road bridge - avoids going onto London Road and also provides safer route from Amyand Park Road to London Road/Railway Station area



Observations:

- On day of permeability audit, gate was unlocked and open. Council needs to ensure that it is closed and locked.
- Recommend that route is sign posted as part of LCN rather than current routes via London Road.

Amyand Park Road/Arragon Road Intersection

[Street View Link](#)

Route:

- Forms part of LCN Route 37 into Twickenham - Good example of a junction permeable to cyclists but not motor traffic

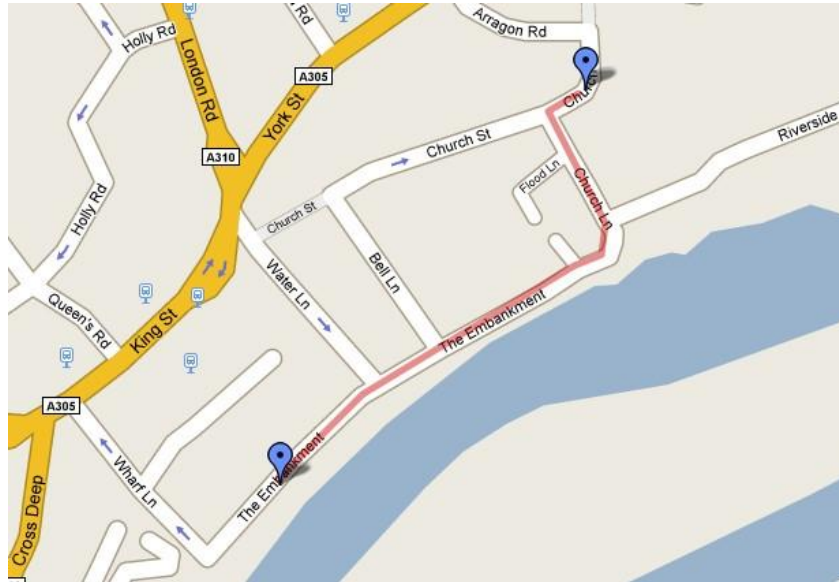


Observations:

- Area is currently under redevelopment in comparison to when Street View version taken. Appears to be cycle parking being added, though it doesn't appear to be near where the parking would be required. Question whether RCC was consulted on changes.
- Previous layout did not give good access for cyclists to pass through - new layout should be checked once completed.
- 'No Through Road' signs at [Amyand Park Road/Beauchamp Road](#) junction should have 'Except Cyclists' added

Embankment

[Street View Link](#)



Route:

- This is a continuation of the Riverside road and takes cyclists to the riverside and onto the Wharf Lane contra flow and thus to Cross Deep ad Heath Road.
- There is access to Church Street via Bell Lane

Observations:

- At the time of the audit, riverside alterations were taking place.
- At the junction of Church Lane and Riverside, there should be give way lines.
- There should always be access for pedestrians and cyclists along the embankment. Car parking sometimes makes access difficult.
- Relocation of all car parking from Embankment.

Bell Lane

[Street View Link](#)

Note motor vehicle in pedestrian zone.



Route:

- Improved access to cycle parking at Water Lane/Church Street junction.
- Access to shops and links to Twickenham Station, RACC, Twickenham Library etc.

Observations:

- At the junction of Bell Lane and Church Street, cyclists riding up Bell Lane should be allowed to turn left. This would mean cyclists can get to the Water Lane junction with its cycle parking and onto the London Road/York Street/King Street junction as Water Lane is one way.

Church Street pedestrian zone

[Street View Link](#)

Note motor vehicle in pedestrian zone.

Route:

- Improved access to cycle parking at Water Lane/Church Street junction and onwards towards shops and Twickenham Green. As Bell Lane above.

Observations:

- Travelling from the east, there is no way to enter Church Street. No entry should be 'Except Cyclists'.
- Church Street would be improved if motor vehicles were banned except for access.
- The pedestrian zone should be enforced.
- There are no means of getting from the Embankment to the junction of Water Lane and Kings Street.

Water Lane

Street Link View – see Church Street above

Route:

- Improve access from Embankment to town centre.
- Improved access to cycle parking at Water Lane/Church Street junction.
- Access to shops and links to Twickenham Station, RACC, Twickenham Library etc.

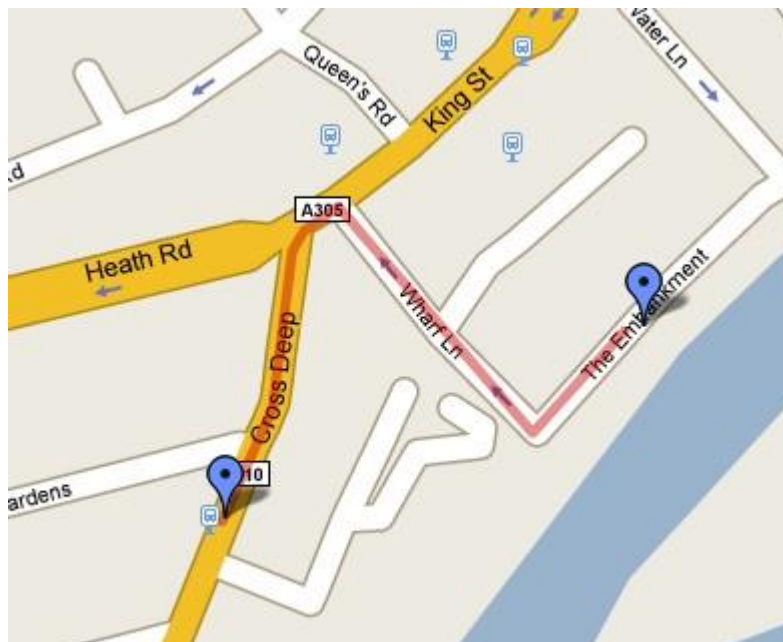
Observations:

- There is no means of getting from the Embankment to the junction of Water Lane and Kings Road. Cyclists have been penalised by the vehicle restrictions which are not enforced anyway.
- Introduce a contra flow on Water Lane for reasons mentioned in the Bell Lane section above.

Wharf Lane

[Street View Link – Embankment junction](#)

Street View Link – not available as works taking place



Route:

- Improve junction with Embankment as there is currently a blind corner.
- Improve entrance/exit onto King Street and make it two way for cyclists.

Observations:

- The cycle lane at the Wharf Lane/Embankment junction increases the likelihood of conflict between pedestrian and cyclist.
- Contra flow lane has to cross in front of emerging traffic from Wharf Lane to travel down to the Embankment.
- The most likely route is turn on the road rather than following the cycle lane as the turn is too difficult, especially when there is pedestrian traffic. Send the lane across the mouth of Wharf Lane and then make it turn right down the existing lane.
- Other road users are not always aware of contra flow. A painted lane or outlined lane on road would warn other road users of the presence of cyclists.
- Rubbish bags are sometimes dumped on the pavement where the cycle lane directs cyclists.
- The lane is sometimes blocked by parked cars.

Cross Deep link to Wharf Lane

Route:

- The link between the Cross Deep toucan and Wharf Lane is poorly implemented and unclear creating confusion for cyclists and pedestrians which can lead to conflict.

Observations:

- The segregated lane between Cross Deep and Wharf Lane is not marked as two way.
- The segregated lane between Cross Deep and Wharf Lane should be next to the road between the cycle parking and the kerb and should be wider.

Cross Deep junction

Route:

- From Wharf Lane there is no continuity into the Cross Deep cycle lane.
- There is no easy means to enter the Cross Deep ASL as the feeder lane is too narrow and is usually filled with cars.

Observations:

- Cycle lane should continue into cycle lane on Cross Deep in between cars and pavement.
- Toucan should have marked cycle lane on both sides which links with Heath Road toucan.
- Entrance onto toucan could start at junction with Poulett Gardens where the bus lane ends and continue on pavement to toucan.
- Sign showing old entrance to toucan still exists although pavement lane no longer exists.
- Signage showing link to Holly Road and Queens Road takes cyclists to Twickenham station and beyond.

London Road/York Street/King Street

The London Road/York Street/King Street junction was not part of this audit as we had limited time and resources. This will be part of a later audit.

However, the following observations have been made:

- ASLs at all junctions throughout the town centre.
- Improvement of road surface outside Barclays bank, at the junction of King Street and Water Lane.
- Need for route from riverside to Twickenham Station via Water Lane and London Road
- Right hand turn or alternative for cyclists from London Road onto York Street
- More space necessary at London Road junction
- Road surfacing throughout town centre, particularly at London Road/York Street/King Street junction.
- Relocate bus stops and widen and extend bus lanes on King Street
- Improve lane markings throughout town centre
- Introduce a 20mph zone in King Street
- Improve pedestrian pen crossing by making it straight across and relocating.
- Widen pavements on King Street
- Relocate and change timing to reduce queuing as at Castlenau.
- It is difficult to enter RH lane on King Street when travelling both east & west.

Other general observations:

- Road closures prevent rat runs and conflict with other traffic and are cheaper than cycle lanes.
- Twickenham Train Stn - crossing London Rd is difficult
- Station Rd - close the road to motor vehicles at the western end.
- Amyand Pk Rd – close the road to motor vehicles at mid point or at the junction with Beaconsfield Rd and remove humps
- Queens Rd - close the road to motor vehicles at King St end
- Oak Lane - close the road to motor vehicles at south end
- Strafford Rd - close the road to motor vehicles at south end
- Riverside - relocate motor vehicle parking
- Riverside - put up signs to show it is a cycle route
- Amyand Pk Rd - no easy entrance and exit currently under review (see notes of site visit on 13/05/09)
- Route from Heath Road onto Embankment at Wharf Lane is almost impossible.
- Route from Heath Road to Church Street requires difficult right hand turn.

LCN+ datasheet recommendations:

Station Yard and St Marys Terrace - Link 174 datasheet 174_6B

- Not recommended because of fear of crime

Crossing London Road – Link 174 datasheet 174_7A

- Provide signage indicating access spur to Twickenham Station
- Alter traffic order and signal phasing to allow cyclists to turn right at the junction of Railway Approach and London Road in order to access Arragon Road. In addition provide an advance stop line.
- Amend gate closure of Arragon Road to allow cyclists access to Link 174.

London Road and King Street - Link 175 datasheet 175_4A

- Provide dropped kerbs to guide cyclists onto the Toucan crossings.
- Shorten the existing off-carriageway facility on London Road to prevent conflict with pedestrians
- Review layout of junction of London Road and King Street to provide dedicated cycle facilities.
- Provide northbound advisory cycle lanes on London Road

King Street and Cross Deep- Link 175 datasheet 175_4B

- Widen Bus Lane to 4.5m at the junction of King Street and Cross Deep
- Relocate junction stop line to 3m away from crossing studs
- Provide advanced stop lines at the junction of King Street and Cross Deep
- Amend facility to allow cycle access from King Street to Cross Deep

Further Areas to Review

- The London Road/York Street/King Street junction
- Twickenham Station/London Road