

LONDON BOROUGH OF RICHMOND UPON THAMES

Cabinet Member Decision

DATE: January 2012

REPORT OF: Head of Highways & Transport

LEAD OFFICER: Aurang Zeb - Head of Highways & Transport

SUBJECT: A310 Strawberry Vale, Twickenham Road and Manor Road - Improvement package for cycle lanes, bus stop accessibility, speed reduction and carriageway resurfacing works

WARDS: South Twickenham Ward & Teddington Ward

KEY DECISION?: NO

IF YES, IN FORWARD PLAN?: NO

For general release

1. PURPOSE OF THE REPORT

- 1.1 To approve cycle lane improvements, bus stop accessibility works, speed reduction measures and carriageway surfacing improvements planned for 2011/12.

EXECUTIVE SUMMARY

- 1.2 As part of the Transport for London Corridors, Neighbourhoods and Supporting Measures, works are proposed to introduce improvements to the bus stops, advisory cycle lanes and road markings to make them comply with current design standards and ensure bus stops are DDA compliant.

2. RECOMMENDATIONS

- 2.1 It is recommended that the Cabinet Member for Traffic approves the scheme shown in drawing 2152.CS.GL.1200.001 & 2152.CS.GL.1200.002 attached at Annex A. This will include the introduction of bus stop clearway markings detailed in paragraph 4.2 of this report.

3. BACKGROUND

- 3.1 The A310 Strawberry Vale, Twickenham Road and Manor Road between Cross Deep and Ferry Road is a principal road connecting Twickenham and Teddington. There is an issue with vehicles exceeding the 30mph speed limit on the road and the latest speed surveys show an 85th percentile speed of 33mph (24 hour). The proposed narrowing of the general running lanes should encourage motorists to moderate their speed. There have been 9 slight personal injury collisions during the last 5 years (up to 31st December 2010).

- 3.2 The R68 London Bus Route passes along the road. It is a high frequency bus route serving destinations between Kew Retail Park and Hampton Court Railway Station and buses are Disability Discrimination Act (DDA) compliant with “kneeling” front door access and wheelchair ramps serving the middle doors.
- 3.3 There are several bus stops that do not have bus stop cages/clearway markings and are only protected with “At any time” (double yellow line) waiting restrictions to keep them clear of obstructive parking. However, this does not preclude loading outside the peak hours or setting down in the vicinity of bus stops. This may obstruct stopping buses meaning they cannot draw up close and parallel to the kerb to deploy wheelchair ramps.
- 3.4 Some kerb heights at bus stops are below the recommended height (125mm), meaning that wheelchair ramps cannot be used without potentially causing them damage and there is no step free access onto buses when the “kneeling” facility is deployed.
- 3.5 The road also forms part of the London Cycle Network Route No.75 serving destinations between Ealing, Twickenham, Kingston and Sutton. Cycle Route Implementation and Stakeholder Plan (CRISP) studies have identified that the existing advisory cycle lanes (ACL’s) are sub-standard in width and in some places meander around the existing uncontrolled parking bays. The layout of the existing ACL’s does not always correspond with the routes/positions that cyclists should be taking and this may reduce the benefit of the ACL’s.

4 DETAIL (Proposal and effects)

Bus Stops

- 4.1 It is proposed that several existing bus stops will be marked with bus stop cages and clearway markings to prevent obstructive parking in the vicinity of bus stops. This should not result in the loss of on-street parking as these areas are already subject to no waiting at any time (double yellow line) waiting restrictions. The clearway/bus cage marking will clearly indicate the length of kerblines where stopping or parking (except buses) is not permitted.
- 4.2 The following bus stops have been identified for the introduction or improvement of bus stop clearways and are identified on the attached plan at Annex A.

Northbound towards Kew

- Manor Road (adjacent to No.s 51/53 Manor Road)
- Grove Gardens (adjacent to rear of 25/27 Grove Gardens)

Southbound towards Hampton Court

- Mallard Place (adjacent to Mallard Place)
- Grove Gardens – extension of the existing clearway marking south eastwards to the junction with Stoney Deep
- Manor Road (adjacent to 32/34 Manor Road)

- 4.3 As part of bus stop accessibility and footway improvements kerbs will be raised to ensure they allow step free access onto buses and wheelchair ramps can be used without potentially causing them damage.

Advisory Cycle Lanes (ACL's)

- 4.4 It is proposed that the existing ACL's will be retained and in some sections substantially widened. The traffic lane will be generally marked with a width of 3.00 metres, with the remaining carriageway marked as an advisory cycle lane. In some places there is sufficient room for informal on-street parking bays to be marked within the ACL and all existing parking provision will be retained.
- 4.5 The layout of the ACL's should more closely correspond with the routes/positions that cyclists should be taking and should not meander around on-street as is currently the case.
- 4.6 The introduction of a more pronounced visual narrowing at pedestrian refuges, through the widening of the ACL, should encourage motorists to moderate their speed on the approach to them. The general narrowing of the general traffic lanes should also have a modest traffic calming effect.
- 4.7 It is not intended to surface the ACL with coloured surfacing. Although improvements have been made in the colour fastness and durability of the surfacing, it may fail before the new carriageway surfacing material and become an additional maintenance liability (over and above the costs of laying the material). The look of the surfacing can detract from the urban realm and for some cyclists the uneven/rough finish can be uncomfortable when compared with carriageway surfacing.

5 CONSULTATION

- 5.1 It is not intended to undertake public consultation as there is no impact on existing parking provision and the works are largely a re-arrangement and refurbishment of the existing facilities. The introduction of bus stop clearways are not subject to statutory consultation as a Traffic Management Order is not required. Given that the bus stop clearway marking are to be introduced within areas of existing double yellow lines, the advertising of a Bus Stop Clearway notice is not considered to be necessary. The minor changes required to reduce a short length of at any time waiting restrictions at the southern end of Manor Road to create more on-street parking will be subject to a statutory consultation as part of the Traffic Management Order process.
- 5.2 All Ward Members will be informed of the works prior to their commencement on site.

6 FINANCIAL IMPLICATIONS

- 6.1 The costs of the works are estimated at £0.47m and will be fully funded by Transport for London.

7 POLICY IMPLICATIONS/CONSIDERATIONS

- 7.1 UDP policy TRN 6 – Traffic Management and Road Safety -The Council will develop and introduce traffic management and other measures aimed at improving road safety.
- 7.2 UDP policy TRN 11 – Cycling -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 networks

7.3 UDP policy TRN 12 – Public Transport Improvements -The Council will support and promote proposals to make the public transport service more efficient, safe, convenient, comfortable, reliable, frequent and more accessible, particularly for those people with disability or mobility problems. In particular the Council will oppose any proposal to close any of the railway stations in the Borough or any changes which reduce the level of service of public transport. Existing transport infrastructure should normally be retained. New development which affects transport infrastructure should provide the opportunity to improve rather than detract from public transport.

7.4 UDP policy TRN 21 On street parking - The Council will pursue the control of on-street parking where this is necessary to ensure the safe and efficient movement of motor vehicles, public transport, pedestrians, and cyclists, to maintain essential access to premises fronting the roadway, to provide loading bays to improve the local environment or to maintain the vitality of shopping centres. Where parking congestion is so severe that an equitable balance between conflicting demands cannot be achieved, the Council will promote the introduction of Controlled Parking Zones.

8 EQUALITY IMPACT/CONSIDERATIONS

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

9 LEGAL IMPLICATIONS

9.1 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.

9.2 The making of bus stops Disability Discrimination Act (DDA) compliant should ensure that the Council discharges its statutory responsibilities under the Act. It will encourage use of the buses by the elderly and disabled and compliment the substantial investment made by London Buses in making their bus fleet DDA compliant.

10 ENVIRONMENTAL IMPLICATIONS

10.1 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.

- 10.2 The improvements will promote the use of cycling and bus journeys in Teddington/Twickenham and the Borough generally. The provision of improved cycle routes should encourage more people to cycle as an alternative to the car and thus reduce volumes of traffic and congestion.

11 BACKGROUND DOCUMENTS:

Local Implementation Plan
Working File
London Buses Accessible Bus Stop Design Guidance
London Cycling Design Standards

12. CONTACTS

Aurang Zeb
Head of Highways & Transport
020 8487 5432
aurang.zeb@richmond.gov.uk

Robert Parsey
Senior Engineer
Highways & Transport
020 8487 5284
robert.parsey@richmond.gov.uk

Councillor Chris Harrison
Cabinet Member for Highways and Street Scene
Email: Cllr.CHarrison@richmond.gov.uk