

1. Problems Stated by Highway Authority at Identified Location

“Transport for London (TfL) is aiming to improve the junction of Clifford Avenue with Tangier Road and St Leonards Road to improve facilities for pedestrians and cyclists. We are planning to remove the existing shared use crossing by Langdale Close and provide a new shared use crossing by St Leonards Road. This will provide a direct and safer route for pedestrians and cyclists wishing to cross over Clifford Avenue at this junction.”

Letter to residents November 2011

2. Solutions Proposed by Highway Authority

“Relocation of the shared use crossing facility approximately 30 metres north of the existing location;

Provision of a shared use footway, with dropped kerb access adjacent to the crossing, to allow cyclists to travel between St. Leonard’s Road and Tangier Road with ease;

Changes to the central island to allow for the new crossing;

Provision of a raised entry treatment onto the shared space on St Leonards Road to improve accessibility for the mobility impaired;

Provision of new tactile paving to aid the visually impaired;

Upgrading of the signal equipment;

General streetscape enhancements through the removal of unnecessary street clutter;

Resurfacing of the carriageway on Clifford Avenue between St. Leonard’s Road and Upper Richmond Road West”

Letter to residents November 2011 and Work Drawing

3. RCC Responses to the Proposed Solutions

3.1. Is this a solution to the stated problem?

RCC responded to consultation on a scheme at this location on 23rd December 2009 when we said *“This crossing is part of an important alternative route to and from Richmond.”* This remains our position, because of the volume of vehicle traffic on the Upper Richmond Road through East Sheen and, critically, the number of cycle collisions recorded by TfL for the years 2006 to 2010.

3.1.1 Relocation of the shared use crossing

We wholeheartedly support relocation. For whatever reason, in 2010 the toucan crossing was sited at Tangier Road rather than St Leonards. The consequences of doing so are clear from the photograph below.

3.1.1 Relocation of the shared use crossing, cont.



The footway between the crossing and St Leonards is not wide enough for shared use requiring cyclists to dismount. Nor is it wide enough for cyclists to stand with their bike at the lights. Both significantly reduced the value of a toucan crossing at this location.

3.1.2 Provision of a shared use footway

The RCC response to the consultation in 2009 said:

“There should be a dropped kerb for cyclists who approach the toucan from Chalkers Corner to safely mount the pavement and take advantage of the crossing and also to turn into St Leonards Road without having to make a difficult left turn at the crossing itself (which would be illegal if the lights were red as they would be crossing the white line). There should be a similar dropped kerb for cyclists approaching from Upper Richmond Road.”

The photograph below is taken from the east footway showing the existing dropped kerbs on the east and west side of Clifford Avenue:



Richmond Cycling Campaign Response to Planned Highway Engineering Works

3.1.2 Provision of a shared use footway, cont.

The scheme drawing shows there is sufficient space for an extended dropped kerb onto the shared use footway on the east side for cyclists from Chalkers Corners to use. There is also an opportunity to create a dropped kerb onto the shared use footway on the west side for cyclists coming from Upper Richmond Road, for example at the north end of the loading bay.

There is also an existing dropped kerb onto the north footway of St Leonards:



Both shared use footways should be clearly signed with a distinctive, non-slip surface, for example the heritage gravel used by the London Borough of Richmond upon Thames to denote shared use at other locations:



3.1.3 Changes to the central island

We presume the proposed scheme will provide a single crossing phase, as the existing toucan does, and will not introduce a two stage crossing of the carriageway which we would oppose as inappropriate for this location.



3.1.4 Provision of a raised entry treatment

Together with 3.1.5 below we ask that neither are hazards for cyclists through the creation of slippery or uneven surfaces.

3.1.5 Provision of new tactile paving

See above

3.1.6 Upgrading of the signal equipment

We note the existing southbound toucan has double light units to ensure they are visible to drivers coming over the brow of the hill created by the railway bridge:



3.1.7 General streetscape enhancements

While this is not specified we take this to include removal of the railings on the central island.

3.1.8 Resurfacing of the carriageway

We support this proposal subject to consideration of cycle lanes in 4.1.3 below

4. RCC Proposed Additional Works at the Identified Location/s

4.1 Enforcement of No Right Turn



We note the proposal on the drawing “*Central median lengthened to reinforce banned right turn.*” Our interest in maintaining the ban is to preserve the status of St Leonards as a road with comparatively low volumes of traffic suitable for inclusion in the London Cycle Network. Currently, the ability to turn right out of St Leonards to go north in Clifford Avenue is enabled by the loading bay in the west pavement.



4.1 Enforcement of No Right Turn, cont.

We note there is a CCTV dome camera on the footway at the junction of Clifford Avenue and St Leonards which can confirm this and the frequency of it. This manoeuvre may still be possible regardless of the length of the central median. Consideration should be given to removing the bay and reinstating the pavement to assist the creation and operation of the shared use footway from Tangier Road.

4.1.2 Flashing Warning Signs

We note the scheme drawing includes:

“Advanced warning signs to be provided 104 metres in advance of the proposed crossing”

We ask that consideration be given to these being a flashing dot matrix type, activated by operation of the crossing, to attract a driver’s attention rather than a fixed traffic sign.

4.1.3 Mandatory Cycle Lanes

We ask for the introduction of mandatory cycle lanes between Upper Richmond Road and the A316 Chertsey Road, creating the link between cycle lanes in Upper Richmond Road and Mortlake Road.