

Notes on meeting between Richmond Cycling Campaign (RCC) and Richmond Council (RUT) held 23 November 2012

Present

Andrew Darville, Assistant Director (RUT)

Ben Fryer (RUT), Principal Engineer (RUT)

Paul Luton (RCC)

John Head (RCC)

1. The subject of the meeting was the Twickenham Action Plan, particularly with regard to provision for cycling. As requested by RCC, the proposals for the following were reviewed: principal roads in the town centre; signalised junctions; and possible cycle routes outside the principal roads.

RUT described options currently identified but advised that no firm decisions have yet been made. The final scheme is subject to agreement by TfL.

Plans were available at the meeting at 1:500 scale plus a map of the whole town centre, not to scale, showing the council's current intentions. RCC were given a copy of the latter but copies of the scale plans were not available.

2. King Street

In both directions there is 4.5m for traffic plus 1.5m for advisory cycle lanes in both directions (except near the pedestrian crossing).

Questions from RCC:

a) Can there be a raised kerb to separate the cycle lanes? Answer: raised kerbs are not possible in King St and elsewhere because delivery vehicles need to park at the kerbside. However, it was noted that deliveries may be possible from the rear along part of King St on the south side.

b) Can the cycle lanes in King St be mandatory? Answer: advisory cycle lanes are necessary throughout the town centre wherever there is a need for access by delivery vehicles.

The central reservation will be 1.5m wide. RCC requested that the central reservation be removed to provide wider cycle lanes.

3. Signalised junction Cross Deep-King St-Heath Rd

RCC requested that better facilities are provided for cyclists at this junction. In Cross Deep northbound, cyclists need to be able to pass the traffic queue to reach the Toucan crossing using a cycle track which should be on the footway if necessary. A cycle movement from Cross Deep to the riverside needs to be catered for.

RUT said that the detailed design will be carried out by W S Atkins who will consult TfL.

RCC requested that RUT inform TfL of cyclists' concerns about this and other junctions.

4. London Road

Cycle lanes northbound

York St junction to police station – no room for cycle lane.

Police station to Whitton Rd junction - advisory cycle lanes all the way except for the existing mandatory lane which will remain mandatory.

Note: cycle lanes have to be interrupted e.g. where there are other road markings such as zig-zags on the approach to pedestrian crossings or e.g. at bus stops.

Cycle lanes southbound

Advisory lanes all the way from Whitton Rd to York St except where there are bus stops or on the proposed taxi rank. (Note : these reduce the length of cycle lane considerably.) The cycle lane approaching the York St junction appears to be about 1m wide.

There will be a taxi rank just south of the station operational from 19:00 to 07:00 hours which will require cyclists to move into the outer lane.

The signalised crossing by the station will remain.

5. Signalised junction at London Rd- Arragon Rd-Station Rd

RCC said that this junction is not satisfactory for cyclists approaching the town centre or turning north from Station Rd and asked RUT to note that modifications are needed.

6. Heath Rd

There will be no changes in Heath Rd except that bus stops will be relocated there from King St.

7. Signalised junction at York St-King St-London Rd

This junction was not discussed except to note that this junction is particularly difficult for cyclists and that alternative routes for cyclists would be desirable.

8. Alternative routes to the town centre

Various possible alternative routes to the town centre were briefly discussed:

Holly Rd: RUT said that they will definitely consider this.

Riverside: RUT said that they will definitely consider this.

Station Rd: RUT indicated that they have not considered this. RCC said that this route provides an alternative to Heath Rd to the town centre and also to St Margarets via Arragon Rd avoiding the town centre. They requested that RUT consider this route.

Garfield Rd: RUT were reluctant to consider this owing to the proximity of the green space. RCC suggested that RUT consider the concept of 'shared space' e.g. as in Kingston Market.

9. Riverside cycling

RCC requested that the 'profile' of the riverside route should be raised using signing from the town centre; also signing along e.g. Sion Lane directing cyclists back onto the Richmond Rd.

10. River Crane Route

RUT said that they want to create a cycle route from Twickenham along the River Crane. However, it is not possible at present to provide details at present because land ownership is an issue.

11. A316-St Margarets Rd roundabout

Signalising this roundabout would reduce delays on the A316 and would hence take pressure off traffic in Twickenham. RUT is pressing TfL to proceed with this.

12. Further consultations

RUT undertook to continue to consult RCC about Twickenham.