

Notes on meeting with Richmond Council on the Twickenham Town Centre scheme held 28 March 2013

RUT

Chris Smith, Ben Fryer

RCC

Paul Luton, Tim Lennon, John Head

The Twickenham project was confirmed to be a Major Scheme within the terms of the Mayor's Vision for Cycling in London.

Cycle lanes in King St

Cycle lanes in King Street will be 2.0m rather than 1.5m and in the approach to the Cross Deep junction this will be in addition to two 3.0m general lanes so there will be no reason to drive into the cycle lane. At the East end the 2.0 m cycle lane will be adjacent to a 5.0m general lane. The idea of cats-eyes to encourage keeping the cycle lane clear is to be considered. Having a cycle lane at an intermediate height is also being considered and the importance of a chamfered kerb accepted. Consideration will be given to making these and all other cycle lanes in the town centre highly conspicuous, e.g. by separate colouring.

Planning to provide rear access for loading to the premises on the south side of King St is proceeding. (Note: If this proves possible, the cycle lane on this side could be made mandatory. This was not discussed at this meeting.)

The majority of guard railings will be removed.

Buses will remain in London Rd instead of being diverted via Arragon Rd.

Cycle parking

The council will provide more cycle parking. RCC was asked whether they would be comfortable with some cycle parking on central reservations.

Signalled junctions

All 4 signalled junctions will have new equipment installed.

There will be ASLs and signal aspects dedicated to cyclists at eye level similar to those used e.g. in France. Cyclists will be given a green signal a few seconds before the other traffic to enable them to get ahead of the traffic.

At the Cross Deep junction, there will be a cycle lane on the footway to take cyclists up to the Toucan crossing starting far enough along Cross Deep to allow cyclists to avoid the queue.

Holly Rd contraflow

Consultation to be undertaken.

Church St contraflow

This will be provided subject to public consultation.

Access to Garfield Rd from London Rd

The council agree that this is desirable.

Sorting office site

The planning application will not be agreed until cycle access to the River Crane is included.
Decision by September 2013.

Riverside

Still to be designed

Twickenham Station

The development plans have been challenged and are subject to a legal review. Decision by July 2013.

Finance

The TfL contribution has been increased from £6m to £8m. The council is seeking more TfL cash and hope to build a pedestrian and cyclist footbridge from Twickenham to Ham.