



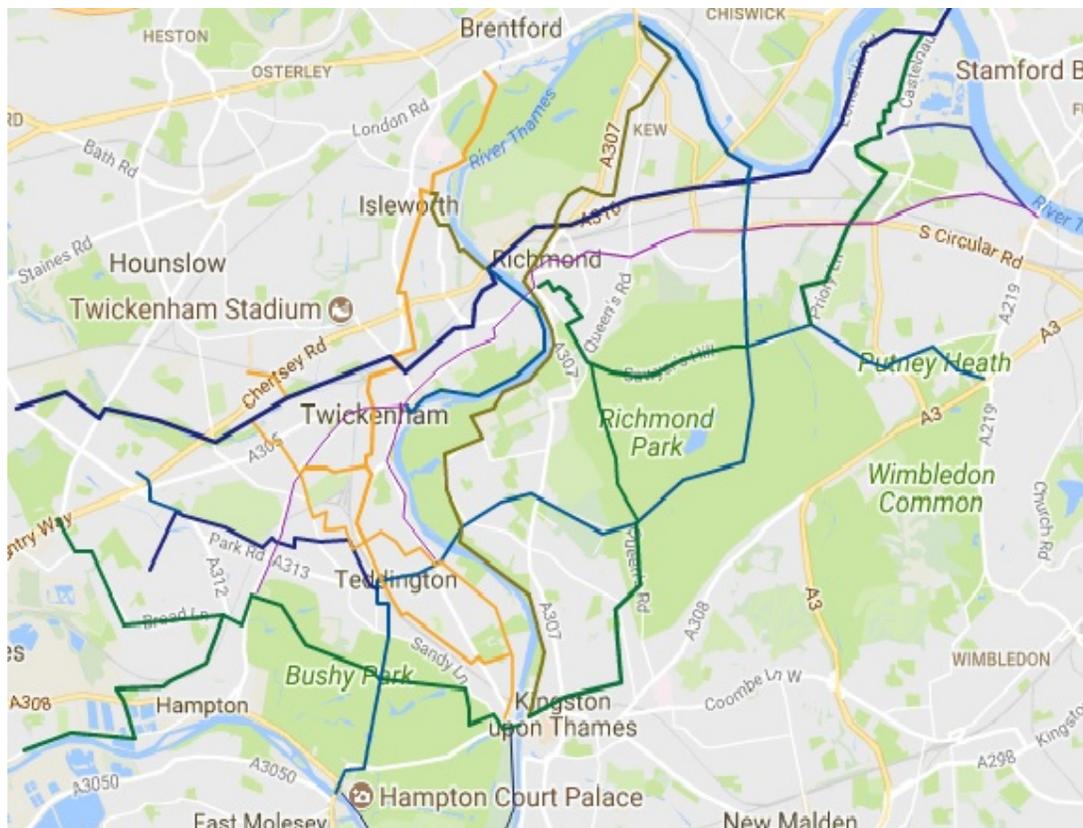
B) Routes where these criteria might be achievable. Such as :

1. Many back-road routes blighted by rat-running (eg Burtons Rd , Hampton Hill; Station Rd , Twickenham) . Permeable road closures would keep through motor traffic on main roads. Protected crossings of main roads.
2. A316 Richmond Circus eastwards. TfL responsibility. Needs continuity over side entrances and proper treatment of Manor Circus and Chalkers corner.

C) Routes where geography means that no decent provision is possible.

1. Hampton Court Rd at Hampton village is narrow and very busy with a high proportion of HGVs. Short of demolishing houses there is no possibility of taking a 8-80 route this way and no close parallel route. Why is this included ?
2. King Street – London Rd ,Twickenham. After much expenditure we have meaningless advisory cycle lanes , a nominal 20mph limit and very high crossing traffic flows. Perhaps we should concentrate on making parallel routes of high standard.
3. Cross Deep, Strawberry Vale, Manor Rd. Traffic speeds and density here would require segregation but the existing lanes are narrow , do not have buffer zones to avoid door zones and are only part time. A two way track on the river side of the road would be least demanding of space but would have consequences that may not be politically acceptable.

Would A and B allow us to have joined up strategic network ? I would suggest :



The thin purple line is the A311 , A305 , A205. Confident cyclists will continue to use this route as it is most direct but achieving consistent good provision is a long way off.

Village plans would need to incorporate the strategic network and seek to create a denser network of local routes.

The current quality of the proposed strategic network is given below in “tubeline” format :

