`SURVEY OF A316 HOSPITAL BRIDGE RD TO RICHMOND CIRCUS
9 Sunday June 2013

Original survey notes in black. Notes
from survey conducted 12 June 2013 in blue.

Attendees at survey on Wednesday 12 June
Hugh Williams - TfL TDE Traffic Designs
Chris Head TfL TDE Traffic Designs
Jay Ward - TfL Capital Development Team
~~Tony Trent~~ Raj Upadhyaya - TfL Capital Development Team
[redacted] – London Borough of Richmond upon Thames
[redacted] – Richmond Cycling Campaign

RCC	CDT Comments
Westbound from Richmond Circus to Hospital Bridge Rd roundabout	
1. Richmond Circus Apart from possible timing changes to assist cyclists there are no issues here within the scope of UK signalling practice. However, we suggest that	It takes a long time to navigate around the junction via the toucan crossings.

this junction may be capable of improvement adopting Dutch practice and suggest that it would provide a very good subject for study. This is liable to reduce capacity.	
2. <u>At Richmond Circus on the A316</u> Westbound cycle track on footway towards the roundabout ends at primary signal causing cyclists wishing to travel along the A316 westbound either to enter the carriageway	Investigate de-cluttering. Note potential provision of extra (inset) loading bay for the WTS Tyre shop.

or to ride on the footway. Noted	
3. <u>Near Bikelab cycle shop</u> Post in cycleway Noted	Investigate de-cluttering

4. <u>Just west of Parkshot</u> Sign post obstructing path Noted	Investigate de-cluttering

5. <u>~50m west of Parkshot</u> 2 trees and lamp column combine to create obstruction in path. Noted	Investigate de-cluttering

6. <u>By footbridge over A316</u> Path narrows and 'cyclists dismount' sign. Difficult to solve unless	Action : LBR ([redacted]

LBRUT donates some space from college car park to widen the path. [redacted] will investigate	
7. <u>Exit from car park</u> Requires regulation of this exit e.g. 'give way' markings at exit and	Investigate junction improvement

colouring of cycle crossing.	
8. <u>Richmond Bridge</u> [redacted] proposed that cycle ramps should be added to the bridge to assist access	Investigate provision of acceptable assistance measure for cyclists.

to the riverside paths.	
9. <u>Alongside Heathcote Rd</u> Awkward section of shared path with 6 groups of obstructions	Investigate decluttering to extend shared use to this section of the footway and measures to slow cyclists down. Investigate removal of VRS

in a distance of ~50m.Considerable discussion. Either bypass this section by taking the cycle track along the adjacent roadway or remove obstructions. Agreed that the end section of the crash barrier should be removed which will provide an extra width of path ~1m. Moving the BT cabinet would be very costly.	
10. <u>Cassilis Rd-St Margarets Rd</u> Obstructions in path – sign post,	Investigate de-cluttering

termination boxes, trees. Noted	
11. <u>St Margarets Roundabout</u> OK. Toucans on all 4 arms.TfL plan to remove the footbridge and the	St Margaret's scheme.

guardrails from the central island.	
12. <u>Heathcote Rd-Cassilis Rd-Cole Park Rd</u> Driveways and side roads. Noted	Unsure which section this refers to. See below? Location requires drainage improvement / general maintenance / resurfacing?
13. <u>London Rd Roundabout</u> The only crossing is for pedestrians across A316 east side. Very difficult	London Road R/B Phase 2 will provide opportunity to signalise crossings

for cyclists and pedestrians across other 3 arms. TfL said that this roundabout is to be signalised.	
14. <u>London Rd-Whitton Rd</u> Shared footway. Plenty of room on grass verge to build wide cycleway. Young trees on grass verge to be relocated.	Investigate provision of a segregated cycletracks on the footways of the A316. However residents already complain about cyclists on the northern footway (No.129 Chertsey Road). Tree removal to be assessed, from site visit it appeared that the mature trees are diseased and the young trees have been installed to mitigate this.

15. <u>Whitton Rd roundabout</u> Pedestrian crossing on all 4 arms. (Also see item 25 from eastbound survey) On Whitton Road from Twickenham the crossing is ~30m from the intersection with A316 which is unsatisfactory. No straightforward solution was identified and this issue remains outstanding.	Little scope for improvement of the displaced signal crossing (southern arm) due to geometrical constraints and surrounding property boundaries..
16. <u>Whitton Rd to Langhorne Drive</u> Shared footway ~2.5m wide. Room on grass verge	Numerous mature trees down central area of verge, removal would need to be weighed up in terms of benefits for cyclists.

in places to build separate cycletrack. Noted	
17. <u>Langhorne Drive-Meadway</u> Shared footpath. Twickenham Rugby Ground car park extends for ~1km and could possibly provide land for a cycle track.	Pinch point at Duke of Northumberland footbridge.

18. <u>Meadway to Lincoln Av</u> The service road could be utilized shared with cars. Note that service road is signed LCN. Noted and agreed as desirable. A tall hedge is blocking the view from the A316 where vehicles enter Lincoln Av. It was agreed that this should be cut back.	Increase perception of the side road as a cycle way – road markings? Lincoln Avenue – visibility issues for cyclists and driver's alike. Develop solution to improve visibility for all road users at this location.

19. <u>Lincoln Av to Hospital Bridge Rd</u> Shared footway as previously.	Investigate de-cluttering and repositioning of lamp columns to back of footway to maximize space for shared use.

Eastbound from Hospital Bridge Rd roundabout to Richmond Circus	
1. Hospital Bridge Rd Roundabout Pedestrian signals on 3 arms. On A316 eastern arm there is a footbridge containing 48 steps. Unsuitable for cyclists and many pedestrians. A proposal to remove the footbridge and substitute a toucan crossing was opposed by the adjacent school on the grounds that groups of pupils use the bridge to	No improvements at this location required.

access their sports ground. Consequently, the proposal has been dropped. On the A316 eastern arm there is a shared footway in both directions. Appears adequate.	
2. <u>Ross Rd</u> Residential road parallel with A316 and separated by a wire fence. Just to the north it intersects with Percy Road and the cycle lane from Whitton. There is an LCN sign in Ross Rd. At the far end	Wire fencing in poor state of repair – liaise with Richmond as to removing it.

there is a gate with a bike sign leading to the A316 path and to a second footbridge which is the only way to cross the A316 here.	
3. <u>Exit from Winning Post pub car park</u> Requires give way markings and conspicuous marking of cycle track.	Investigate

4. <u>Another parallel residential road with fence (unnamed but could be extension of Ross Rd)</u> LCN sign in this road. Sign "1/2 mile to Whitton" Post obstructing cycle exit to A316.	Investigate sign de cluttering / lamp column repositioning

5. <u>Subway just beyond 'unnamed' road</u> Subway is on the LCN cycle route from Whitton to Twickenham. Very close to Whitton Station. 'Cyclists dismount' signs at subway entrance plus several sets	Whitton Halt subway scheme – there were some snagging works at the time of visit.

of railings across path. TfL does not wish to alter this arrangement.	
6. <u>Redway Drive to Chase Gardens</u> A road ~3m wide runs parallel with A316. A sign near Redway drive diverts cyclists onto this road. The road contains joints in the surface at regular intervals which result in an uncomfortable ride. Road is signed LCN. Further along, the surface deteriorates and there are obstructions.	This is borough road therefore would need to be taken on by Richmond.
7. <u>Exit from Talbot Rd</u>	Talma Way rather than Talbot Road? Investigate closing this off, similar to Redway and Godfrey

Needs improving for cyclists.	
8. <u>By Whitton Roundabout</u> Exit from Curries Motors needs 'give way, markings and the cycleway needs to be marked.	Investigate enhancements at the exit for Curries Motors, including decluttering. Note the BT phone booth reducing shared use space.

Too much street furniture! On A316 western arm, plenty of grass verge to build a separate cycle path.	 Whitton Road (N) arm toucan crossing is tight for cyclists, investigate whether any improvements can be, made to widen the pedestrian refuge.

9. <u>From Marlow Crescent onwards</u> Driveways frequently cross path. Along this section, the cycle path could be moved closer to the carriageway which would provide a	Provision of raised junction treatments at both Marlow junctions already identified.

wider path.	
10. <u>London Rd roundabout</u> Sign "end of cycle route" presumably meaning no crossing across northern arm of London Rd.	This will be removed as part of snagging works for this separate scheme as it conflicts with the new shared use TMO on east and westbound footways.
11. <u>St Margarets Roundabout to Richmond Bridge</u> Just east of roundabout the footway is only 1.8m wide and this needs widening. Reducing width of lanes on the A316 would be very difficult (3m	The east bound exit from St Margaret's R/B is the pinch point for shared use along the A316. There is no scope to widen this footway or provide on road cycle lanes. Counts required to see how many cyclists use this area, several were observed, including parents with trailers carrying young children.

minimum). A 'Dutch' solution was suggested. Drop the kerb and create a marked section of the carriageway to be shared. Cluttered with street furniture and frequent driveways. This section needs thorough revision.	
12. <u>Richmond Bridge</u> Good well-marked cycle path westbound. Width needs to be doubled to allow 2 bikes to pass.	Column foundation provision on the bridge need to be investigated, they may not be able to be relocated to the back of footway. Also consider wind forces.

Problem: lamp columns on the bridge are too far from the kerb. Need to be moved to same distance as columns east of the bridge.	
13. <u>By Richmond Pool</u> Note cycle path build across grass verge. This should and could be done elsewhere along the A316.	Investigate extending cycle track onto the verge. However, reduced / sense of safety for cyclists might make this unattractive. High number of lamp columns would require relocating.

© 2013 Google Image Date: April 2012
Report a problem
100 ft
20 m
A316
A316
Alexandra
Park Gates
Map data ©2013 Google - Edit in Google Map Maker

14. Dangerous exit from Athletic Ground car park. Suggest exit here should be forbidden.	Not Feasbile.
15. Just past exit leading to Richmond Circus, more obstructions.	Investigate de-cluttering

Some general conclusions	
1. The A316 cycle route is a major cycle route to and from central London and should be given a similar status as the superhighways.	On the site visit, few cyclists were observed traversing the whole length of the study area. The main areas of concentration for cyclists was from Richmond down to St Margaret's. CDT believe this section should be considered for continuous provision of cycle facilities, combinations of segregated and shared use. The eastern exit arm of St Margaret's roundabout however is a pinch point, footway width of 1.8m. Therefore diverting cyclists up Ailsa Road on this side of the A316 may be a more practical solution. There are a lot of works associated with providing continuous cycle tracks on the footway, primarily sign de-cluttering, tree removal &replacement and lamp column relocation
2. Where side roads cross the cycle path, cyclists who are on the main road should be given priority.	This will be weighed up on a case by case basis. However, TfL would not want to encourage cyclists to become less aware of their surroundings as could be the case if they are given priority.
3. The same applies to driveways although the solution may	As above

be different.	
4. Facilities for crossing the A316 i.e. for local north-south traffic need improvement.	There are several schemes in the pipeline to do this – St Margaret's bridge removal, London Road R/B Phase 2, Chudleigh Road crossings.
5. Cycle paths need to be wide enough for two cycles to pass without hazard.	This desirable but not always feasible due to geometric constraints caused by property boundaries.
6. Shared paths should be avoided unless there is no alternative.	Where possible, segregation will be the favored option, however shared use provision is better than no provision.
7. Grass verges should be used to construct cycle paths where necessary. There is considerable	The environmental impact of removing verges and trees need to be understood. It is also likely to meet with opposition from residents.

scope for this.	
8. Acquiring land should be considered where appropriate.	At the identified pinch points, some of the properties are occupied residential homes. This would be politically controversial.
9. Signing which is currently intermittent and often unclear where it exists needs a radical improvement.	This will be included within the design work.
<u>General issues discussed</u> What type of cyclists are we catering for? e.g. Commuters presumed to be fast or slow 'local' traffic?	Assume local movements with mix of commuters. The scheme is investigating footway cycle provision. Fast commuters are likely to use the carriageway regardless.
<u>Obstructions</u>	Noted

There are numerous obstructions along the route consisting of lamp columns, street furniture, trees, bollards and bridge structures. It was agreed that these will be removed wherever possible. This would be determined by a) cost, b) regulations, c) public acceptability and d) difficulties in taking/acquiring land. There was some debate over what is possible. It was broadly agreed that the following are	

possible in most cases: a) Moving lamp columns usually to the back of the footway and extending the yard arm; (Note: On Richmond Bridge, this will depend on the bridge structure). b) Removing or moving young trees. It may be necessary to plant substitutes elsewhere. c) Removal of bollards.	
<u>Cycle track crossing side roads</u> [redacted] proposed that the convention giving main road traffic priority	Noted and support [redacted] approach.

should be extended to cyclists. [redacted] suggested that the cycle track should be diverted upstream on the side road wherever possible. This would provide stopping room for a vehicle entering from the A316 and would expedite cyclist priority on the crossing. It was understood that this is being trialled at TRL. This arrangement has been used successfully in Oxford.	
Building cycle tracks on grass verges	As stated before, this can be investigated but would be subject to environmental assessments and residential support / consultation.

In several places along the route there are grass verges where wide cycle tracks could be constructed. It was agreed that this can be done.	
<u>Access to A 316 for northbound and southbound cyclists</u> [redacted] was concerned that access should be improved.	There is also a new footbridge or innovative form of crossing being proposed across the A316 at Dana Skelley's request. Location to be confirmed.
<u>Signing</u> It was noted that signing for cyclists along the route is haphazard, intermittent and poorly executed. [redacted] suggested that signs for	Investigate provision of signs on bollards where helpful/ appropriate. However it is not possible to deviate from the current guidance.

cyclists should be at eye level. This is not permitted in the present regulations.	