



# THE TEDDINGTON SOCIETY

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Mr John Dore,  
Senior Engineer, Highways and Transport,  
Civic Centre, Twickenham

Dear John,

## PROPOSED CHANGES TO THE WALDEGRAVE ROAD/HIGH STREET JUNCTION

### 1. Junction designs pre-2002

Thank you for meeting me at the junction on the 29<sup>th</sup> September which gave me the opportunity to explain the history of the various changes made to the two junctions over the last 15 years or so. Originally, both were "T" junctions which were accident prone, and created significant congestion. Carol Rapley initially designed a roundabout for the Park Road/Broad Street Junction, followed by a roundabout at the Waldegrave Road junction. There were no pedestrian facilities provided in these designs, although there was a Zebra Crossing at the top of Waldegrave Road (date of installation unknown). The general layout of the High Street/Waldegrave Road junction was very similar to that which you are proposing in your letter of 14<sup>th</sup> September, except of course, that there were no staggered Zebra Crossings on the bridge.

I have to say that I was surprised at the extent of your proposed changes to the road layout, as at no time in the seven years since installation, have I had a request or suggestion from anyone, that the road layout needed changes. Have you had any requests from residents for the sort of changes you propose?

### 2. The Teddington Town Centre Improvements Study 2001/2

I gather that you were unaware of the 2001/2 Teddington Town Centre Improvements Study, and could not, in any event, access the records of environmental work carried out, and of safety improvements made, as these records had been filed away. Those records would have shown that there were major concerns about the general lack of facilities for pedestrians and cyclists, particularly in the railway bridge area. I have kept copies of most documents and can make them available to you, if you wish to include these as background papers in your files. The most important document is the plan for the complete redesign of both roundabouts and junctions with new staggered Zebra Crossings, which was approved by Cabinet Member for Transport, Councillor Katie Gent at the 23rd January 2002 Transport Consultative Group Meeting .

Some 4000 residents were consulted on those designs, as they affected everyone, not just a few around the junction. There was widespread support for the new layout, and a very high degree of satisfaction among all pedestrians, but particularly from parents with pushchairs and young children, and wheelchair users. Cyclists generally welcomed the new layout but were not happy that there was no off-road cycle lane from Station

Road to by-pass the Waldegrave roundabout (you have addressed this in your plan and have our full support for its installation), and that the experimental shared cycle and pedestrian crossing (Tiger Crossing) planned for the top of Park Road was not put in place (similar crossings were supposed to be put in place by all entrances to Bushy Park, with Richmond acting as the guinea pig borough for the experiment – although the Cycle Liaison Group pressed for this, it did not happen).

### **3. Why was a complete redesign of the Park Road to Station Road section of the High Street necessary in 2001/2?**

The original pre-2001 roundabout single lane layouts were found to be particularly hazardous for cyclists, and no safety arrangements were in place for cyclists or pedestrians. There were also no crossing facilities for pedestrians in the area.

The residents' Teddington Town Centre Study Team (which included Cllr James Mumford), worked with Colin Tether and James Geeson to agree the following basic objectives for the junctions, which were to:-

1. Introduce convenient and safe pedestrian crossing facilities along recognised desire lines (there were no pedestrian facilities of any sort between Station Road and Park Road at the time)
2. Reduce traffic speeds and accidents at both roundabouts
3. Reduce the congestion which had rush hour traffic backing up morning and evening beyond Teddington Hospital in one direction, as far as Kingston Lane in the other, and also down Park Road as far as Adelaide Road. This also occurred during the day on a fairly regular basis, with gridlock at the Park Road/Broad Street roundabout every weekday afternoon between 3.15pm and 4pm during term times.
4. Introduce cycle lanes.
5. Install better lighting (already promised but still awaiting this to be done)
6. Introduce 20 mph speed limits in Broad Street and High Street.
7. The Residents' Parking sub-Committee Report also recommended that the areas either side of the station (still awaiting this to be done) should be 20mph Home Zones. Colin Tether had the granite sets uncovered at the entrances to Adelaide and Albert Roads to indicate the start of the zone.

Objectives 1 to 4 have been achieved, but not all the safety improvements had been put in place before the financial plug was pulled by the incoming administration in May 2002, and all work stopped. Your review of the junction and surrounding area gives an opportunity for at least some, if not all, of the work to be completed.

### **4. Traffic volumes and accidents**

The 2005 Transport LIP shows that the two roundabouts handle 20,000 vehicles per day, with a smaller figure for Sundays, probably about 14,000. This gives a weekly figure of 134,000, an annual figure of 6.97 million, and a five year figure of 34.84 million vehicles. Over the same five year period, there have been 9 accidents involving cyclists (see summary in date order), 6 slight injuries (grazes/bruises etc) and 3 serious, which presumably required hospital treatment. As far as the accidents are concerned, accident 13 (27/08/07) shows that the driver and cyclist were both at fault, and accident 8 (29/11/07) occurred just as the High Street/Broad Street Xmas lights were being switched on, and it is likely that both the driver's and the cyclist's attention was diverted by the activities and the large numbers of people thronging around – in other words, a freak accident. Accident 9 (30/11/08) occurred during the bridge road works, when the whole layout had been removed and various temporary plastic kerbs and islands were put in place – probably another freak accident.

Three accidents occurred in the dark, the very poor lighting would be a contributory factor – I have been pressing for several years for improved lighting to be installed around the Waldegrave junction, this has been included in your proposals, so that problem is being addressed.

The single cycle accident on the Broad Street/Park Road roundabout will be addressed by completion of the original cycle lane with a Tiger Crossing leading to a Broad Street crossing point for cyclists to cross to join the north side cycle path and avoid the roundabout.

#### **5. Consultation with residents**

I circulated your letter and plan widely, telling residents that TeddSoc strongly opposed the conversion of the present two lane entries on to the Waldegrave roundabout, into single lanes. I have had a relatively small number of responses, but none supported your proposals for single lanes, and there was concern about the return of congestion, and increased dangers to cyclists on the downhill section from the Zebra Crossing to the Waldegrave roundabout, as it would be no longer clear whether a cyclist was turning left into Waldegrave Road, or going straight ahead towards the High Street. Several cyclists said that they were always cautious at the junctions, but could not suggest any further improvements – however, some said that traffic arriving from the High Street ought to physically slowed as some drivers did approach quite quickly.

#### **6. Teddington Society comments on your proposals**

- (a) Install footway extension on Teddington High Street through the junction, creating an extended off road cycle facility – strongly support as TeddSoc has been asking for this for many years. It is an important safety measure. On our walkabout, we examined the Broad Street uphill cycle lane, and you agreed that there was space for the cycle lane to be extended to a point about 10 metres from the traffic lights – I have had regular requests for this, so can this be done please?
- (b) Upgrade street lighting – strongly support as TeddSoc has been asking for this for several years.
- (c) Streetscape improvements and de-clutter street scene – no objection, but there must be proper consultation with residents and TeddSoc Planning Group.
- (d) Install new traffic island on Waldegrave Road approach – strongly object to this. It is completely unnecessary and money would be better spent on other safety improvements. TeddSoc does support the widening of the footpath on the approach to the Zebra Crossing, and the raising of the roundabout – but in its present location.
- (e) Reduce Teddington High Street westbound approach to one lane maintaining through and right turn movements – strongly object on the grounds that it is unnecessary and will not reduce entry speeds. ***TeddSoc alternative proposal – raised table at Pelican crossing (to reduce speed generally and particularly by Elmfield Avenue), and raised table across both lanes on entry to Waldegrave roundabout.*** (see also 3 above)
- (f) Reduce Broad Street/High Street eastbound approach to one lane, maintaining through and left turn movements - strongly object on safety grounds (see also 3 and 5 above).
- (g) Kerb realignment of existing bus lay by, to allow the bus stop to be fully accessible, particularly for the less able passengers. I thought that this had been done fairly recently, but if still not fully accessible, TeddSoc would certainly support additional work.
- (h) Improvements to Elmfield House Gardens. No objections, I understand that TeddSoc Vice –Chair, Mrs Sheena Harold is being consulted about this.
- (i) Installation of one parking bay on Teddington High street near signalised pedestrian crossing. No objection, but suggest that it should be for motorcycles with security loops

to meet shortage of suitable parking. We also discussed the possibility of two or three additional Pay and Display spaces just before Vicarage Road – these would be very welcome as there is a shortage of short term parking in the area – will you please review whether this can be done?

**7. The Society requests the completion of the following Teddington Study items that were put on hold in mid-2002, which have not been included in your proposals**

(a) Conversion of the Zebra Crossing at the top of Park Road to a Tiger Crossing to provide the missing link to Broad Street for cyclists from the Station Road and Park Road directions who want to avoid the roundabout.

(b) Entry tables. It was planned that all roads entering either Broad Street or the High Street would be provided with entry tables to provide a level pedestrian route joining the two shopping centres. Most have been put in place, The Causeway was next in line but just missed out, and Elleray Road and Coleshill Road were to follow. I have given you a copy of the plans and letter from James Geeson which outlined this proposal.

(c) 20mph speed limit for High Street and Broad Street to create a safe shopping zone. I note that one of the accidents in the High Street ended up with a car being overturned – a 20 mph zone should help prevent similar accidents.

**8. TeddSoc's top priority for safer cycling – ramping Teddington Station footbridge which is a key nodal point for all cycle and pedestrian routes across Teddington**

You may be aware that Teddington Station is not fully accessible to anyone who cannot use stairs, and a wheelchair user would be required to travel one kilometre to get from platform 1 to platform 2. You may also be aware that the CLG and TeddSoc have been trying to get ramps fitted to the southern footbridge to allow wheelchairs, pushchairs, cyclists and any pedestrians who cannot use stairs, to cross the railway line – this will, of course, make the station fully accessible. I have also raised this with Network Rail (NR) and South West Trains (SWT) representatives, who are willing to work with the Council to get this work done. Phil Dominey of SWT has visited the station twice with me, and is still awaiting a request from Councillor Trigg, Robert Dray, or whoever is responsible, for a start to discussions about upgrading the bridge. I am also awaiting a reply from them, to my email and letter (attached) sent in February – I reminded Robert Dray about this at a LDF/UDP meeting on 1st October.

Teddington station is well down the list of stations to be made fully accessible, but at a Passenger Focus meeting with NR/SWT, we were told that if some pump-priming funds were offered by the Council, Teddington would rise to a point near the top. Such pump-priming funds could be made available from the budget allocated to the current project, or from the Smarter Travel budget, so a reduction in the engineering work proposed in your letter could be re-allocated to a project that will have a positive benefits for all cyclists, and other members of the Community.

**9. Conclusion – major changes not required**

It would seem prudent to limit objectives initially to those that have been agreed, and then assess whether further changes are required. This would release funds for linked cycle safety projects such as the station footbridge. May I suggest that we work with you to present a list of agreed objectives to the TCG, and carry out further investigations as to whether the disputed items should be the subject of modification or dropped altogether. Happy to discuss at any time.

Yours sincerely,

Brian A Holder