



A316 Junction with Cole Park Road, Richmond

Report on Consultation

July 2013

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1 Background

The A316 is a trunk radial corridor in south west London, linking the M3 motorway with the A4 corridor at Hogarth Roundabout. It is crossed by a number of roads, often with roundabouts at the junctions. One of these is the A310 London Road. Cole Park Road starts at London Road about 200 m north of the roundabout, and meets the A316 Chertsey Road about 100 east of the roundabout (see map attached). Cole Park Road then continues south of the A316 to meet London Road again close to Twickenham station, but this stretch has not been considered here.

Concern has been expressed by residents of the northern section of Cole Park Road and of Cole Park Gardens (a cul-de-sac that joins Cole Park Road) about 'rat-running' by motorists seeking to avoid congestion at the London Road roundabout. The motorists leave London Road and travel along the residential Cole Park Road to join Chertsey Road, either turning left towards central London or right towards the London Road junction.

2 Introduction

Transport for London recently invited the public and key stakeholders to comment on proposals to close Cole Park Road at the junction with A316 Chertsey Road.

2.1 Purpose of the Scheme

The main aim of the scheme is to eliminate the rat-running, to improve safety and the environment for the residents of Cole Park Road and Cole Park Gardens. The issue was raised by residents and the action is supported by the London Borough of Richmond-upon-Thames.

2.1.1 Descriptions of the proposals

The proposal is to block off the northern section of Cole Park Road to motor vehicle traffic at the junction with the A316 Chertsey Road. A turning circle in the newly created cul-de-sac would allow vehicles to turn around, with double yellow lines to prevent parking. The footway across the junction would be shared use, continuing the shared cycle/pedestrian path on the north side of Chertsey Road. A dropped kerb would facilitate access for cyclists between Cole Park Road and the shared path.

2.1.2 Location maps

The map in Annex A shows the general location. The plan in Annex B shows the current and proposed layout of the junction.

3 The consultation

The consultation was intended to gather the view of the local community and stakeholders. Letters were sent to stakeholders and to 51 addresses in the northern section of Cole Park Road and Cole Park Gardens. The consultation was to run from 10 April to 10 May. In response to a request from the local residents' association, letters were sent to a further 48 addresses in London Road (between the River Crane and the London Road roundabout) and Burnside Close, and the consultation was extended to 17 May to give these respondents time to reply.

The potential outcomes of the consultation are:

- We decide the consultation raises no issues that should prevent us from proceeding with the scheme as originally planned.
- We modify the scheme in response to issues raised in consultation.
- We abandon the scheme as a result of issues raised in the consultation.

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond.
- To understand the level of support or opposition for the change to the road layout.
- To understand any issues that might affect the proposal of which we were not previously aware.
- To understand concerns and objections.
- To allow respondents to make suggestions.

3.1 Who we consulted

The public consultation intended to seek the views of people living close to the junction. We also consulted stakeholders including the affected Councils, traffic police and local interest groups). A list of the stakeholders we consulted is shown in Appendix C and a summary of their responses is given in Section 6.

3.2 Consultation material, distribution and publicity

A letter was produced outlining the proposed change, and accompanied by a plan showing the current and proposed layout of the junction (see Annex B). This was distributed to a total of 99 addresses in the immediate area, as described above. The letter and plan were also sent by email to stakeholders with a covering note, also in Annex B. The letter and plan were available on the Citizen Space web site.

The written consultation simply invited respondents to give us their views. The web site asked whether the respondent supported the proposal (allowing 'Yes', 'No' or 'Partially') as well as identification questions and a free space for comments. We invited people to respond by emailing STEngagement@tfl.gov.uk, by using the TfL website (consultations.tfl.gov.uk/streets/coleparkroad) or by post. There was no additional advertising of the consultation.

4 Overview of consultation responses

A total of 88 responses were received: 32 by email, 44 online and 12 by post. Taking account of residents' responses in two names and one couple that responded both by email and through the website, these can be broken down as in Table 1.

Table 1: Respondents and method of response

Respondent	Local resident	Stakeholder	Other	Total
Method	Responses	People		
Email	28	33	3	36
Email and online	1	2		2
Online	17	17	5	21
Post	12	13		13
Total	59	65	8	21

Responses for and against the proposal are summarised in Table 2:

Table 2: Respondent group and view on the TfL proposal and on some action

Respondent	Local resident	Stakeholder	Other	Total
Full closure of junction	Responses	People		
Yes	27	29	5	15
Partial support	7	9	2	4
No	23	26	1	2
Action on rat-running				
Yes	52	58	7	20
No	7	7	1	1
Grand Total	59	65	8	21

One email response presented no views.

It can be seen that local opinion is divided about the TfL proposal, although 58 of the 65 local residents were in favour of some action to address the rat-running.

24 respondents (23 local residents and one other) suggested that the junction should be made entry-only into Cole Park Road. Most of these proposed entry from the west only, with a banned right turn for westbound traffic. 17 of these respondents were opposed to full closure, while the others would be content with either full or partial closure. 10 respondents supported this proposal with identical submissions including a suggested layout for the partial closure (see Annex D), and three others included this as a substantial part of their response. Two local residents opposed this partial closure because of the likelihood of non-compliance and the safety hazards from vehicles turning right from Chertsey Road westbound or illegally exiting Cole Park Road against the proposed layout.

Eight respondents suggested (fully or partially) closing the London Road end of Cole Park Road as an alternative way of dealing with the rat-running.

The principal concern with the TfL proposals was the additional congestion on London Road, mentioned by 18 respondents (including London United Buses, who give partial support to the TfL proposal). 15 respondents suggested traffic signals or a yellow box (with

enforcement) on the roundabout, to prevent vehicles on the A316 blocking the roundabout for southbound traffic on London Road.

The only stakeholder completely against the proposal was the Alliance of British Motorists. The Police have no objections.

The following sections of this report analyse the stakeholder responses and list the additional themes and suggestions in the replies.

5 Responses from statutory bodies and other stakeholders

Richmond-upon-Thames Borough Council had been involved throughout the development of the scheme and the consultation, and support the proposals.

The London Borough of Hounslow had no comments to make on the proposal.

There were eight respondents that identified themselves as stakeholders. In addition, one of the local Councillors responded as a local resident in support of the scheme.

Five of the eight stakeholder responses were from the cycling community: the current and previous co-ordinators of Richmond Cycling Campaign, two responses from the London Cycling Campaign, and one from the Cyclists Touring Club. All of these were wholly or partially supportive of the scheme, although:

- The ex-co-ordinator suggested moving the Toucan crossing from the roundabout to link the two sections of Cole Park Road. He stressed the urgency of addressing the issue, as did five residents;
- The two LCC responses suggested there should be dropped kerbs or similar to allow cyclists to go to or from Chertsey Road to Cole Park Road;
- Richmond Cycling Campaign suggested that the cyclist routes from Cole Park Road to the shared path should better reflect the desire lines, without sharp right-angles (this view was supported by three of the 'other' respondents);
- Richmond Cycling Campaign also suggested that the plan should also provide a segregated cycle lane, rather than a shared path, between the junction and the London Road roundabout (this was also requested by a local resident).

London United Buses expressed partial support, and called for improvements of the 'Keep clear' markings at the London Road roundabout to prevent congestion on the A316 from blocking southbound traffic. As stated above, this was a concern for other respondents, with suggestions for a yellow box (and enforcement) or traffic signals at the roundabout.

The local Traffic Police responded that they have no objections or observations.

The Association of British Drivers objected to the proposals on the grounds that they do not recognise the concept of 'rat-running'. They say that it would be best to solve the congestion problems instead of blocking up roads.

6 Further themes

Other points made in the responses were:

- Nine local residents felt that the problems only occurred at certain times of day, and six linked it to events at the nearby rugby stadium.

- Four residents suggested that a manually operated gate (as employed nearby at Hill View) would be a preferable option, allowing access most of the time but closed in the peak problem times. One of these said that the gate should be at the London Road end, and the others did not specify.
- Three residents expressed concern about the right turn from London Road into Cole Park Road, which would become more important if the junction with Chertsey Road is closed. A filter lane was suggested by two of these. The London Borough of Hounslow has commented that the Borough is in the process of putting cycle lanes along the continuation of this road and plan to consult LB Richmond-upon-Thames about the feasibility of extending these to the London Road roundabout. LB Hounslow would be concerned if adding a filter lane would make the extension of these cycle lanes more difficult.
- One resident and one other suggested that a 20 mph speed limit and speed bumps would reduce the problems at lower cost, and another suggested that less frequent operation of the toucan crossing would ease the problems as this contributes to the blocking of the roundabout. Another suggested installing a signalled crossing west of the roundabout to break up the eastbound traffic.
- One resident suggested that the closure should be implemented with bollards instead of the full solution proposed in order to reduce costs.
- One resident sought additional parking spaces in the turning circle; another was concerned that the cul-de-sac created would fill with parked cars; and a member of the public from elsewhere was concerned that contravention of the parking restrictions would block the cycle route.
- The local councillor sought assurance that an existing cherry tree would be maintained.
- One resident was concerned that some of her neighbours already drive over the grass rather than using the dropped kerb for their parking space, spreading dirt around, and sought raised kerbs where there are not designated crossings.
- One 'other' respondent suggested the footpaths on London Road north of the roundabout should be narrowed to allow an additional full southbound lane, to ease congestion on London Road. He also suggested a full review of the A316 corridor and said this should consider an underpass at the London Road roundabout. Another respondent suggested that improvements in London Road could be achieved by realigning traffic islands north of the roundabout, and a local resident suggested there should be a bus lane on this stretch of road.
- One 'other' respondent thought that the provision for cyclists was unsatisfactory, although he appears not to have realised that the path along the A316 is shared use.
- One respondent welcomed the TfL proposal and suggested a similar approach should apply to Cole Park Road south of Chertsey Road, Ailsa Road, St George's Road and The Avenue. Another suggested in support of the TfL proposal that there should be a clear delineation of London roads, with local access roads in general closed to through traffic.
- One 'other' respondent was concerned that poor maintenance of the new shrubbery would obscure sight lines for pedestrians and cyclists on the shared path.
- A resident of Burnside, an existing cul-de-sac to the west of London Road, said that he frequently sees cars attempting to use this as a through route and he fears that this will continue in Cole Park Road too.
- One resident (as an aside) sought a bus service along the A316 to Richmond.

These comments have been considered by the team working on the junction design. Where appropriate, comments have been passed to the London Borough of Richmond-upon-Thames or to other departments within TfL.

7 Conclusion

Local opinion is strongly in favour of taking steps to reduce the rat-running, but divided on the best option to take forward. The majority of residents support the TfL full closure proposal, with a small proportion supporting a partial closure and a significant number opposing full closure. There was significantly less support for closing the London Road end of Cole Park Road.

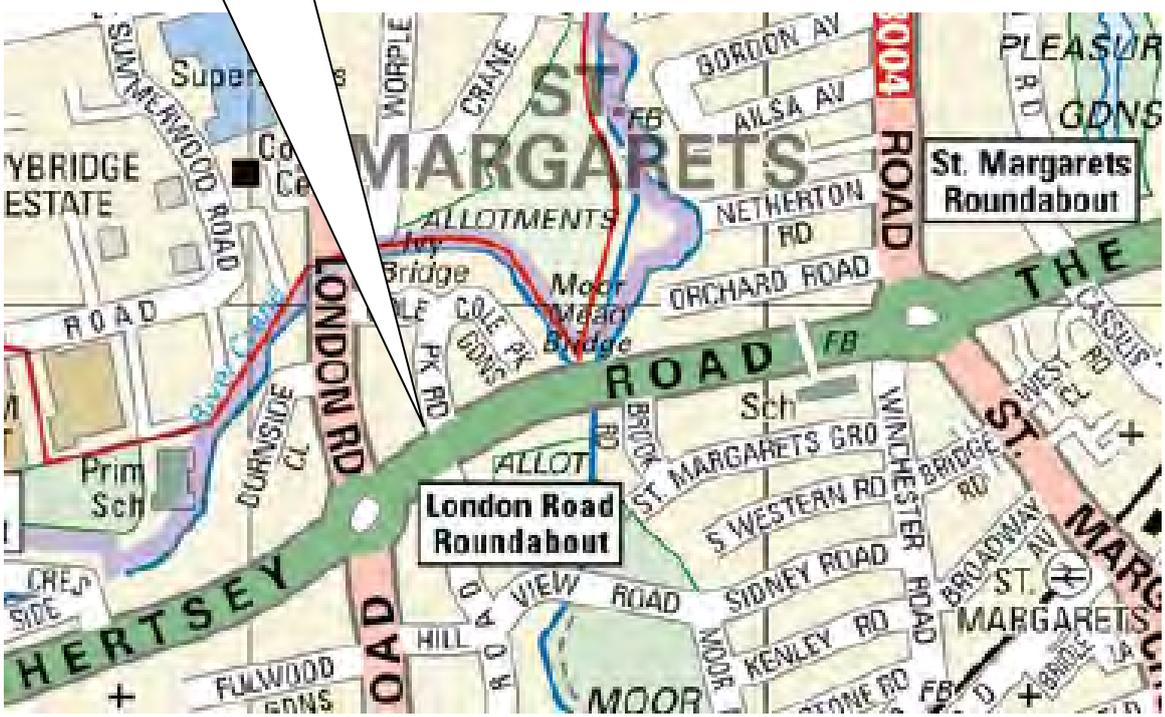
7.1 Next Steps

Preliminary discussion has taken place with the Borough, and it is proposed that a full review of these conclusions should take place with the local ward councillors involved in making a decision on the appropriate action to take.

Annex A – General location



Junction of A316 and Cole Park Road



Annex B – Copy of the consultation letters

B.1 Residents' letter

Closure of Cole Park Road junction with the A316 Chertsey Road

Transport for London (TfL) would like to know your views on a proposal to close the access between the A316 Chertsey Road and the northern part of Cole Park Road.

TfL have been made aware of “rat running” problems from traffic trying to avoid queues at the London Road roundabout and using Cole Park Road to access the A316 Chertsey Road. The London Borough of Richmond upon Thames and TfL have worked on a potential solution to this issue and are now seeking the views of the local community.

We propose to completely block vehicular access between the A316 and the northern section of Cole Park Road. We will install a turning circle so that vehicles are able to turn around safely at the end of the road, with double yellow lines around it so that parking does not prevent vehicles turning. We will construct a shared use footway across the junction, as well as a dropped kerb that will be placed on the turning circle to allow access for cyclists. Please see the plan overleaf.

Depending on the views expressed during this consultation exercise, we will begin work to close the junction during early 2014.

You can let us know your views on the proposals by visiting our consultation website at consultations.tfl.gov.uk/streets/coleparkroad, emailing us at stengagement@tfl.gov.uk (with 'Cole Park Road' in the Subject line) or writing to us at the above address. The consultation will run from 10 April to 10 May 2013.

If you have any questions regarding the scheme please contact us.

B.2 Stakeholder letter

Closure of Cole Park Road junction with the A316 Chertsey Road

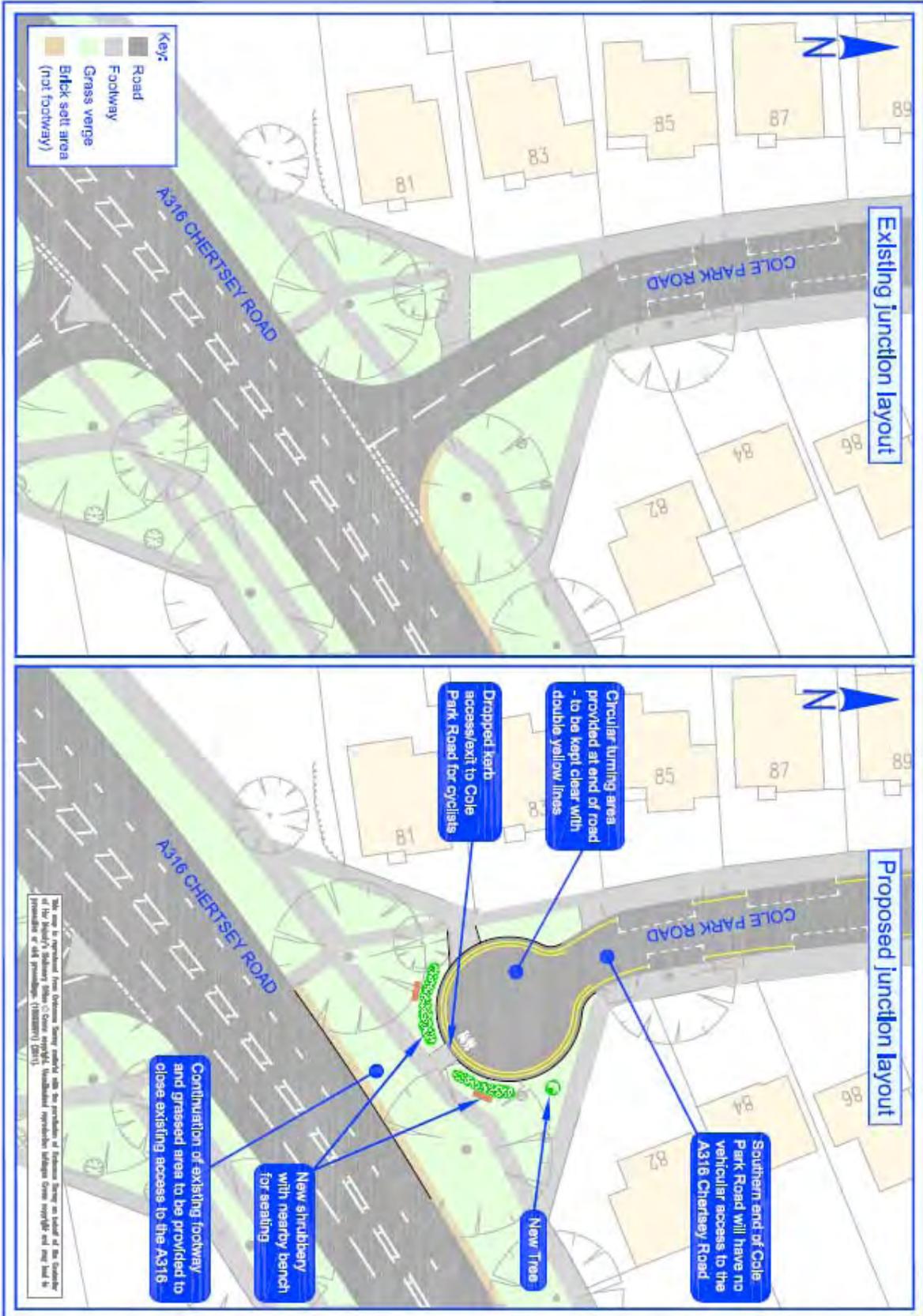
Please find attached a letter that will be sent to local residents regarding proposed changes to the junction of Cole Park Road (north side) and the A316 Chertsey Road.

We propose to completely block vehicular access between the A316 and the northern section of Cole Park Road. We will install a turning circle so that vehicles are able to turn around safely at the end of the road, this will have double yellow lines around it so that parking does not prevent vehicles turning. We will construct a shared use footway across the junction, as well as a dropped kerb that will be placed on the turning circle to allow access for cyclists. Please see the plan attached.

We are consulting the local community for their opinions regarding the proposals and we would also like to know your views. The consultation is open until 10 May 2013. Please let us know your views on the proposals by visiting our consultation website at consultations.tfl.gov.uk/streets/coleparkroad or emailing us at stengagement@tfl.gov.uk (with 'Cole Park Road' in the Subject line).

Please contact me at the above email address if you have any questions regarding this scheme.

B.3 Plan of proposed changes
(enclosed with both letters)



Annex C – Letter distribution area



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0 21 42 63 83 104 Meters

Creator: Luke Howard



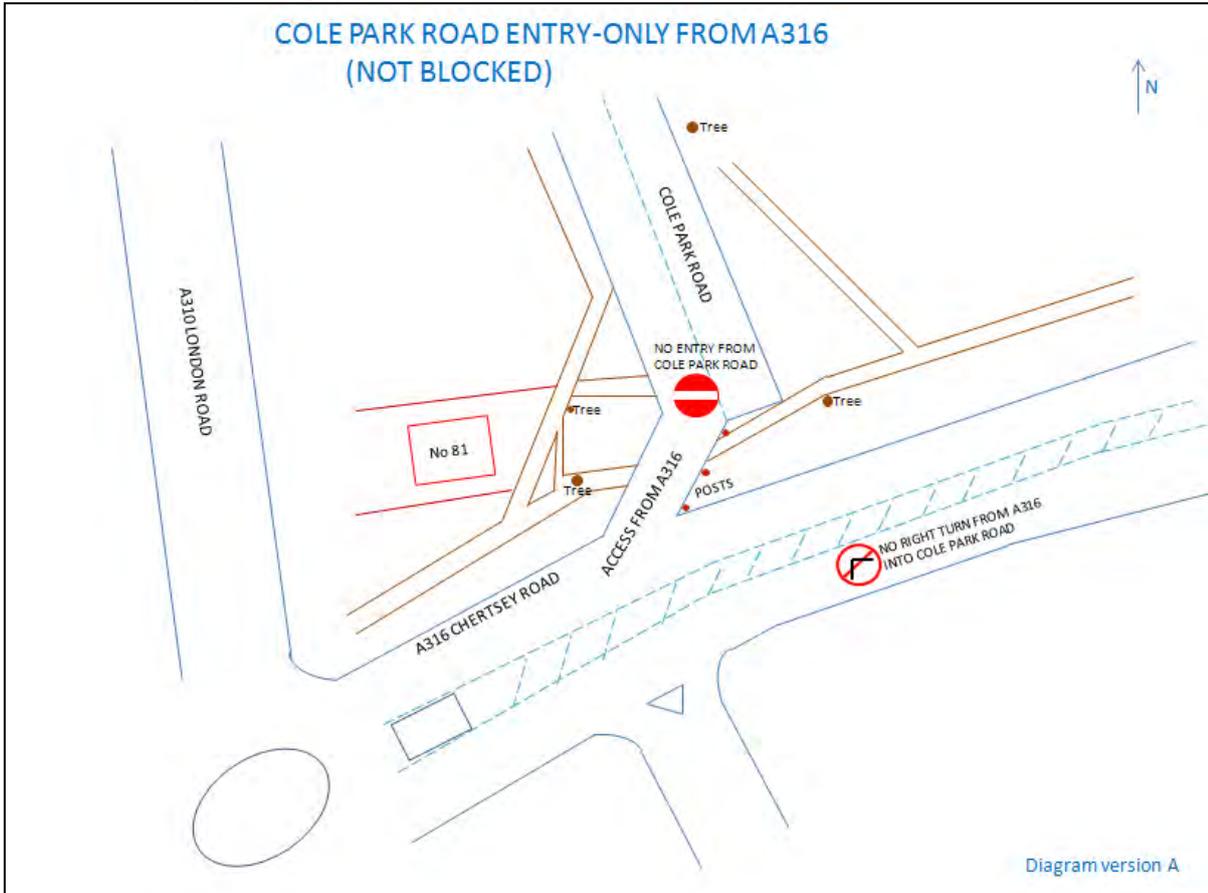
Original area



Extension

Annex D – Suggested plan for partial closure

Put forward by 13 respondents



Annex E – List of stakeholders consulted

London Borough of Richmond-upon-Thames had been involved in preparing the scheme and consultation

AA Motoring Trust	London Borough of Hounslow
AA Public Affairs	London Councils
Age Concern London	London Older People's Strategy Group
Age UK	London TravelWatch
Asian Peoples Disabilities Alliance	MIND
Association of British Drivers	Motorcycle Action Group
Association of Car Fleet Operators	Motorcycle Industry Association
British Deaf Association	National Health Service
British Motorcyclists Federation	NHS London Strategic Health Authority
BT	RAC Motoring Services
Campaign for Better Transport	RADAR London Access Forum
Disability Alliance	RNIB
Disabled Persons Transport Advisory Committee	RNID
EDF Energy	Road Haulage Association
Freight Transport Association	Metropolitan Police
Greater London Authority	Royal Mail
Greater London Assembly members	The Royal Parks
Greater London Forum for the Elderly	Sense
Green Flag Group	Sixty Plus
Guide Dogs for the Blind Association	St Margaret's and North Twickenham Ward Councillors
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)	Thames Water
Joint Mobility Unit	The British Dyslexia Association
Living Streets	West London Mental Health NHS Trust
London Ambulance Service NHS Trust	