



One Way Streets for Consideration as Cycling Contraflows in the London Borough of Richmond Upon Thames

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Background

Richmond Cycling Campaign has been invited by the London Borough of Richmond Upon Thames to provide input into the planning of improvements to the borough's cycling infrastructure.

There are a large range of measures that could be used to improve the cycling infrastructure in the borough; and increase the proportion of local journeys undertaken by bicycle.

This document summarises the opportunities for implementing cycling contraflows in one way streets.

Contraflow Cycling

The development of more contraflow cycling is advocated as a key measure in the "The Mayor's Vision for Cycling" -

*"Permeability means not completely separating bikes and cars – there is very little full segregation in Hackney – but making the existing streets join up better for cyclists (and pedestrians) than they do for cars. It means blocking rat run-type streets as through-routes for motor traffic, while still allowing through journeys by bike. **It means making bike journeys easier and more direct by removing one-way streets, gyratories and complicated crossings of big roads.**"*

Sustrans provide a useful overview of contraflow cycling: "The permeability of the road network for cyclists can be greatly enhanced by exempting them from one-way roads to provide connections only available to cyclists. Two-way cycling should be the default option where it is proposed to introduce one-way working for general traffic. The operation of existing one-way streets should be reviewed with a view to permitting two-way cycling where practicable. Contraflow cycling can be introduced without a cycle lane where traffic volumes and speeds are low." – see link here <http://www.sustrans.org.uk/our-services/design-and-construction/streets-and-roads/contraflow-cycling> for a summary and links to the relevant design standards and guidance.

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Opportunities for Contraflow Cycling in LBRUT

RCC have conducted a brief survey of all one-way streets within LBRUT, based on data from OpenStreetMap – www.openstreetmap.org – and our local knowledge.

From this we request that LBRUT consider the following opportunities for contraflow cycling.

Barnes

None identified

Mortlake

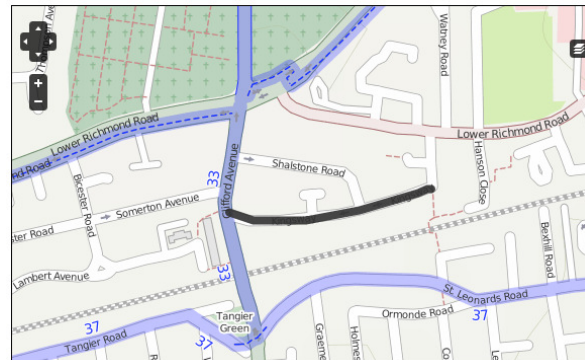
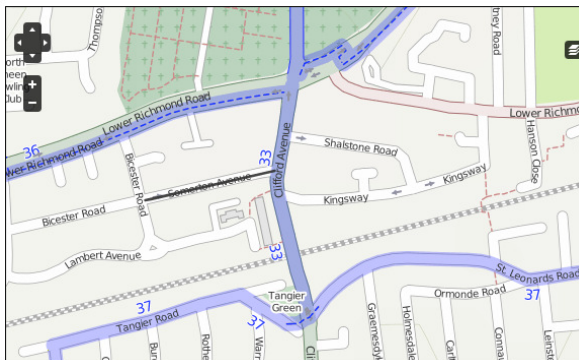
None identified

Sheen / North Sheen

Somerton Road (off A205 Clifford Avenue)

Kingsway (off A205 Clifford Avenue)

Both these roads are one way streets that feed into Clifford Ave just south of Chalker's Corner. Clifford Avenue is a nightmare for cyclists due to high traffic volumes and narrow road layout. There isn't an obvious remediation because it's not very wide and it's the South Circular road. Opening up Somerton Road would enable cyclists travelling northbound on Clifford Avenue to head west along the A316; to turn off Clifford Avenue before the queue into Chalker's Corner and given them a quiet route to the A316 west. Similarly, opening up Kingsway would enable cyclists travelling northbound on Clifford Avenue to head east; to turn off Clifford Avenue before the queue into Chalker's Corner and cut through to Kingsway then Williams Lane to get to the A316 east.



Google StreetView links: <http://goo.gl/maps/ZvzPb> and <http://goo.gl/maps/zXrkT>

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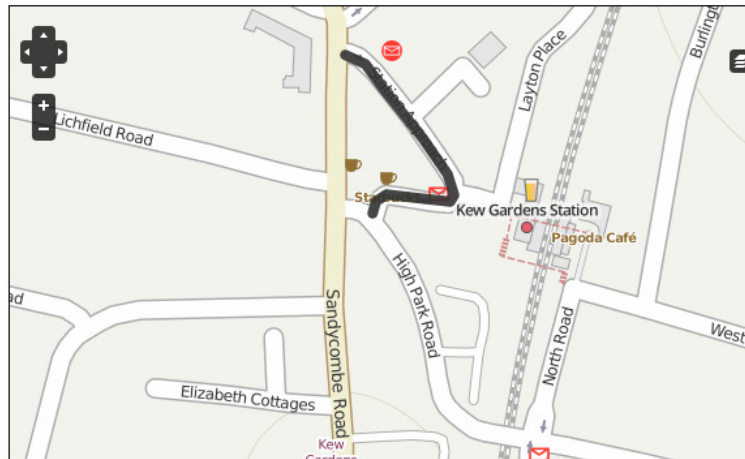
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Kew

Station Approach

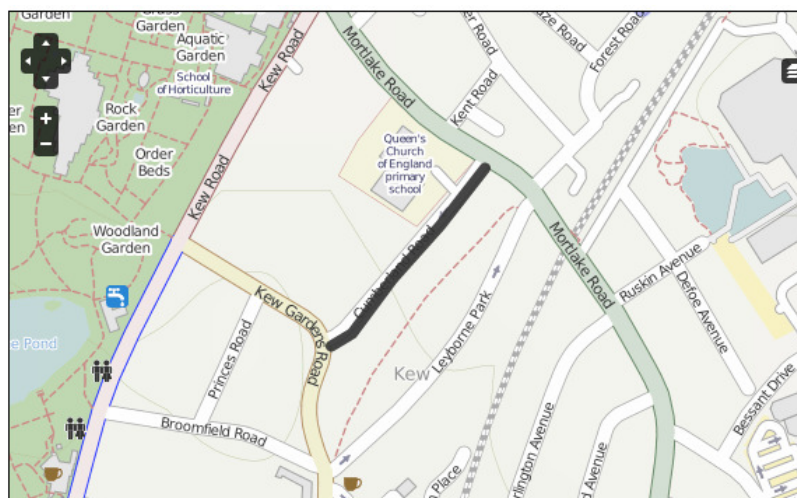
This is the approach to Kew Gardens station and is an area with many shops and cafe's. Enabling this street to become 2-way for cycling will make access to the station and shops more convenient for cyclists and should therefore bring economic benefits to the area.



Google Streetview: <http://goo.gl/maps/P4spf>

Cumberland Road

This street provides the main access way to both Queen's CE Primary School and Kew College (private school). Because it is currently one-way; anyone wishing to cycle to these schools from the south is forced to cycle north up Leyborne Park, onto the A205 (or the narrow pavement-based cycle path) and then down Cumberland Road. This puts some significant extra distance onto the journey, plus the unpleasantness of cycling alongside the A205. Similarly, for those leaving these schools to travel north, they are forced to travel south for the length of Cumberland Road and then turn back up Leyborne Park – again adding unnecessary distance and effectively making cycling a very inconvenient way of getting to these schools.



Google streetview link: <http://goo.gl/maps/33e1R>

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Richmond

Richmond Green

Richmond Green is a one-way gyratory system for motor vehicles – a full loop of which adds some considerable distance to a cyclist. Consideration should be given to providing an anti-clockwise contraflow track around the whole of the green for cyclists or turning the paths across Richmond Green into shared use paths. In particular, many cyclists coming from the popular riverside routes up Friars Lane or Old Palace Lane and heading for Little Green or Duke Street will already cycle straight across Richmond Green rather than cycle round the road.



Google streetview link: <http://goo.gl/maps/RhuOH>

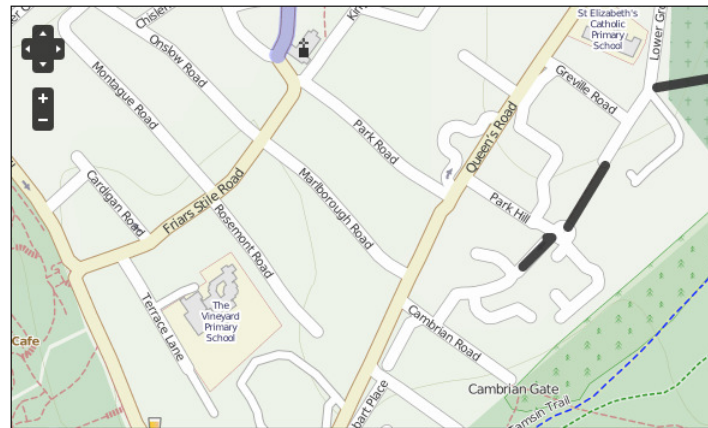
Grove Road (off Queens Road)

Queens Road is unpleasant to cycle due to high traffic volumes and steep hill. Lower Grove Road / Grove Road / Hobart Place / Reynolds Place could provide a pleasant quiet route up most of the hill; that would run from Richmond Park (Bishop's Gate) and feed into St Elizabeth's RC Primary School, Christ's School, and on towards Marshgate School. To create this route would entail

- Turning the short stretch of Grove Road that is one-way into a contraflow
- Turning the footpath linking Grove Road to Lower Grove Road into a shared use path.
- Looking at options to link through from Reynolds Place across into Chisholm Road (and potentially Hobart Place).
- Consider a dedicated, off road cycle track from the bottom of Lower Grove Road to the junction with Manor Road / Sheen Road on the eastern side of Queens Road (where there is ample room).

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Google StreetView link: <http://goo.gl/maps/sQVCa>

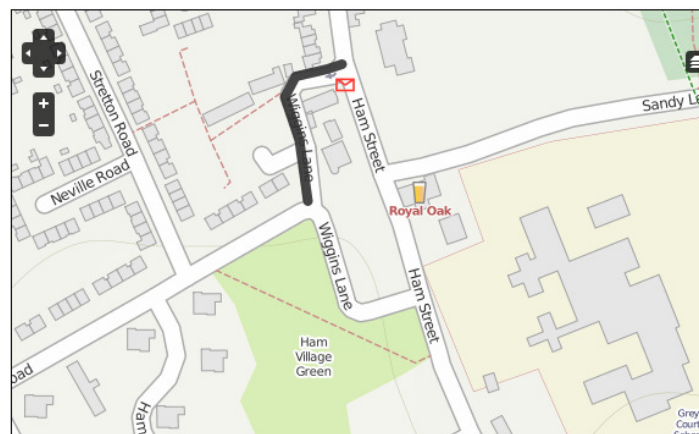
Other Streets in Richmond

RCC has discussed the following streets in Richmond but consider these to be potentially dangerous as cycling contraflows due to narrow streets and/or likelihood of high cyclist speeds down steep hills: The Vineyard & Ormond Road (too narrow); Hill Rise & Nightingale Lane (too steep, would put fast moving cyclists in direct path of oncoming motor traffic).

Ham

Wiggins Lane (North)

The northern section of Wiggins Lane is a one-way street, however this is an important desire-line for cyclists from the centre of Ham heading for Ham House and the river-side paths. Many cyclists already treat this as a contraflow - without the appropriate signage to warn oncoming motorists, this is a dangerous situation.



Google streetview link: <http://goo.gl/maps/8Bs2d>

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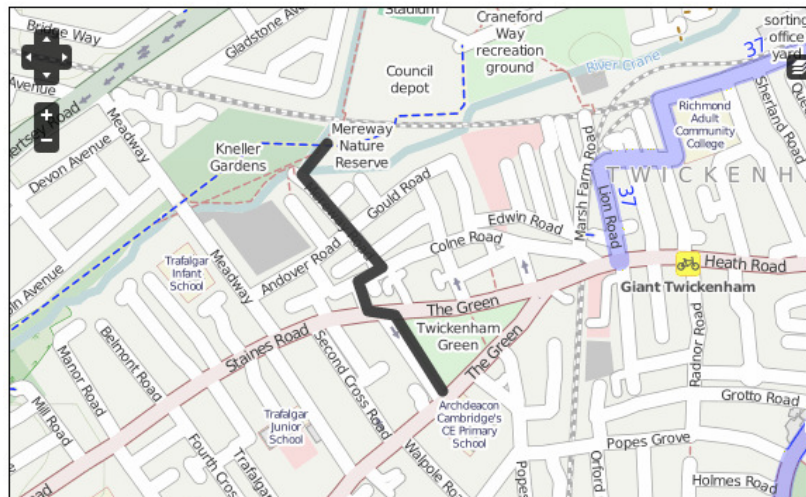
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Twickenham

First Cross Road

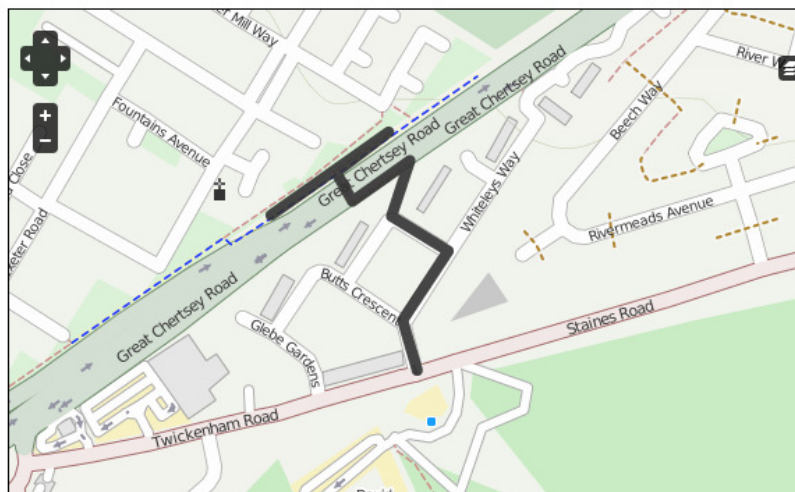
First Cross Road runs along the west side of Twickenham Green. Making this into a cycling contraflow would provide cyclists from all points south of Twickenham Green with a convenient north bound route from Hampton Road with to Mereway Road and the River Crane, and enable them to avoid the busy junction between The Green and Heath Road.



Google streetview: <http://goo.gl/maps/gJ13I>

Glebe Way

Glebe Way off the Staines Road is currently blocked to south-bound cyclists, being a one-way northbound. Opening this up to be two-way for cyclists would provide a useful link through from the bridge over the A316.



Google streetview: <http://goo.gl/maps/W9UGi>

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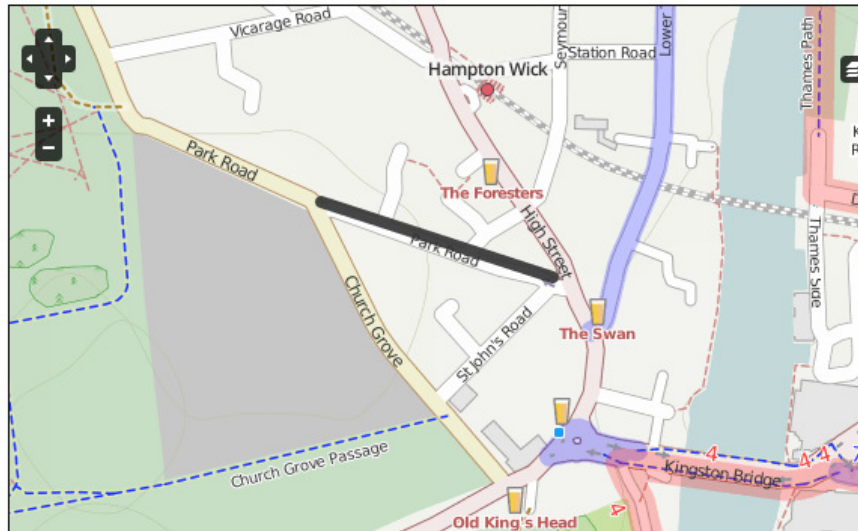
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Hampton Wick

Park Road

Park Road links Hampton Wick High Street with Bushy Park – this used to be two way but has now become one-way. Opening this up as a cycling contraflow would provide a quiet route for cyclists from Bushy Park to access the shops and cafes in Hampton Wick high street more easily.



Google Streetview link: <http://goo.gl/maps/Od7gp>