ROAD TRAFFIC REGULATION ACT 1984

THE LONDON BOROUGH OF RICHMOND UPON THAMES (20mph SPEED LIMIT) (TWICKENHAM TOWN CENTRE) ORDER 201*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PRESCRIBED ROUTES, PROHIBITED TURNS) (TWICKENHAM TOWN CENTRE) ORDER 201*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PRESCRIBED ROUTES, ONE-WAY TRAFFIC) (TWICKENHAM TOWN CENTRE) ORDER 201*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (RESERVED BUS LANES) (AMENDMENT No. **) ORDER 201*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (CENTRAL TWICKENHAM) (PARKING PLACES) (AMENDMENT No. **) ORDER 201*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES) (AMENDMENT No. **) ORDER 201*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING RESTRICTION) (CIVIL ENFORCEMENT AREA) (AMENDMENT No. **) ORDER 201*

STATEMENT OF REASONS FOR PROPOSING TO MAKE THESE ORDERS

The Council undertook public consultations in October 2011 and August 2012 inviting residents and other stakeholders to comment on a set of proposals to enhance the amenities of Twickenham Town Centre. The fundamental consideration was to improve conditions for pedestrians and cyclists. The proposals show wider footways and advisory cycle lanes in King Street with a consequential decrease in width of the carriageway. In order to widen the footways the bus stops in King Street were to be removed and relocated in adjoining roads. Changes to the traffic signals on the A316 Chertsey Road by Transport for London would encourage drivers to use that route instead of finding an alternative way through Twickenham. Having considered the response to that consultation, the Council has resolved to introduce a package of measures, subject to the outcome of the consultation process for traffic management orders which is required by law. The various traffic orders which are now being promoted are listed above and their anticipated benefits are set out below.

It is anticipated that:

(a) the 20mph speed limit will provide a safer environment for pedestrians and cyclists;

(b) the banned turn from King Street into Church Street and Water Lane during peak hours will prevent a queue of right turning traffic forming at those times in King Street and the consequent congestion and delay for through traffic and will deter traffic from entering Twickenham Embankment;

(c) the contra-flow cycle route in Holly Road will provide an alterative route for cyclists between King Street and London Road, allowing cyclists to avoid the traffic signals at the junction of these two streets;

(d) the removal of the bus lanes in King Street is consistent with the removal of bus stops from that street and will permit footway widening in King Street;

(e) the shortening of the bus lane in Heath Road will improve the capacity of the signal-controlled junction at its junction with Cross Deep and King Street;

(f) the removal of the pay and display parking bays in York Street will allow the introduction of a bus stop and a bus stop clearway at that point;

(g) the removal of parking bays and a loading bay in Cross Deep will allow the introduction of a bus stop and a bus stop clearway at that point;

(h) the removal of parking bays, a loading bay and a motorcycle parking bay in Heath Road will allow the introduction of bus stops and bus stop clearways at those points.

Further to paragraphs (b) and (c) above, the opportunity is being taken to review the older traffic management orders affecting streets in the locality which still remain in force. There is a need for an order to provide for the proposed contra-flow cycle lane in Holly Road, and it is convenient that it should include the existing contra-flow cycle lane in Wharf Lane (introduced by way of an order made in 1983). An order of this nature provides for the one-way working and then includes an exemption for cyclists, thereby allowing them to use the street in either direction.

The existing one-way working in Holly Road is provided for by two orders (the first was made in 1983 for the part between Grosvenor Road and Queens Road and the second in 1987 for the part between Queens Road and Copthall Gardens). The 1983 order also included the provision for a compulsory left turn from Wharf Lane to King Street. The one-way working in Water Lane and Wharf Lane was introduced by a Statutory Instrument made in 1957.

The orders which are being promoted as part of the current improvement scheme in Twickenham Town Centre will therefore contain measures some of which are new proposals and some of which are the same as have been in force for many years and are not subject to a statutory consultation. The following provisions are not subject to statutory consultation:

- One-way working in Water Lane, Wharf Lane or Holly Road.
- Prohibited right turn from Wharf Lane into King Street.

5 July 2013