



# THE TEDDINGTON SOCIETY

From:- Brian Holder, Leader,  
Roads and Transport Group,  
99 Queens Road,  
Teddington, Middlesex,  
TW11 0LZ.  
☎ 020 8977 1579  
[Brianholder99@aol.com](mailto:Brianholder99@aol.com)

31<sup>st</sup> October 2016

The Editor,  
Richmond and Twickenham Times,

Dear Sir,

## **HANDS OFF TEDDINGTON HIGH STREET BRIDGE'S STAGGERED ZEBRA CROSSING – VITAL FOR RESIDENT'S SAFETY**

A completely unprecedented situation has arisen in Central Teddington, with Council Officers who know very little about Teddington, inviting an unknown group of cyclists who know even less about Teddington, to help design a cycle Quietway route from Teddington Lock to Bushy Park. Apparently, some months ago, this group met on the High Street railway bridge and agreed a complete redesign of the whole traffic layout to give cyclists priority, both on the bridge but also along the length of the High Street. It is absolutely astonishing that at no stage was any Central Teddington resident or business, or the Teddington Society, invited to join this group, to provide local input and expertise – but neither were any members of Teddington's Village Plan Team. This Quietway is not needed, and could cause a significant loss of shoppers' parking in the High Street – this is commercially unacceptable as the High Street is not as vibrant as it was a few years ago. It would only be a supplement the four "Family Routes" to different parts of Bushy Park that have been in place since the early 2000s, and replace the present more than adequate Local Cycle Network route up the High Street – so no great overall benefit for Teddington.

Even more astonishing, was the fact that there have been four recent meetings of the Borough's Cycle Liaison Group (I've been a member since 1999) at which extending of the route to Bushy Park from the original end at Teddington's borders could have been disclosed, and even more importantly, outline details of potential designs and destinations could also have been discussed – but weren't. I did not know about any plans for the Quietway until I received an email from the Village Plan team saying that there was a Quietway display at the Baptist Church on 11<sup>th</sup> July – there was no other publicity, so it was poorly attended with only a handful of Teddingtonians attending. I was shocked to see that virtually the whole of the very safe pedestrian, cycle and traffic layout on the bridge approved by 3500 Teddingtonians back in 2001 was to be scrapped, and replaced by a cyclist priority scheme based on those in use in Holland where shortage of land is not a problem.

What this disparate group clearly did not know when it proposed increasing cyclists' share of the bridge space, was that the present design handled the Olympic Years' massively increased cycling levels with some ease. There was an increase in cyclist numbers crossing the bridge during the Olympic Test Year (870,000) and the Olympic Year (1.1 million), well above the previous average of 440,000 per year. About 95% of

the increase came from cycle enthusiasts arriving from the Twickenham direction along Waldegrave Road, turning right up the hill and left down Park Road, virtually every one stayed on the road and did not use the off-road cycle lane – “pro“ riders don't. There were never any delays, and as far as I am aware, no accidents – so none of the proposed changes are necessary.

The Teddington Society has, for some years, been asking for the very well used cycle lanes on either side of the bridge to be extended down to Church Road on one side and Station Road on the other. It has also asked for a Tiger Crossing (identical to a mini-Holland crossing) at the top of Park Road so that cyclists going to Broad Street from the High Street can avoid the roundabout. These three very cheap upgrades are all that are needed to make the already good cycle facilities, even better. For more details of Teddington Society's Cycle Policies see [www.teddingtonsociety.org.uk](http://www.teddingtonsociety.org.uk) .

What was, and is, totally unacceptable, is the proposal to replace our ultra - safe and ultra - pedestrian friendly staggered Zebra Crossing with an ordinary Zebra Crossing. The staggered layout was designed to keep traffic speeds very low, and has the major safety feature of direct eye contact between pedestrians of all ages and just one driver at a time, resulting in pedestrians never having to wait to cross in complete safety. The pictures illustrate how easy the crossing is to use by pedestrians of all ages – under no circumstances must this important crossing be changed – 3500 residents approved it – and still do. Residents must make their opposition known as well, at the proposed Quietway presentation at the Baptist Church on 8<sup>th</sup> November.

Yours etc.

Brian A Holder, Leader Teddington Society Roads and Transport Group.