

# Community Conversation: A316 update with TfL

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# Welcome & Introduction

This session is an opportunity for local residents, road users and community groups to:



- Hear about safety measures already delivered.
- Share concerns and experiences relating to safety at St Margaret's Roundabout.



- Discuss priorities and learn about planned changes for people walking, cycling and driving.

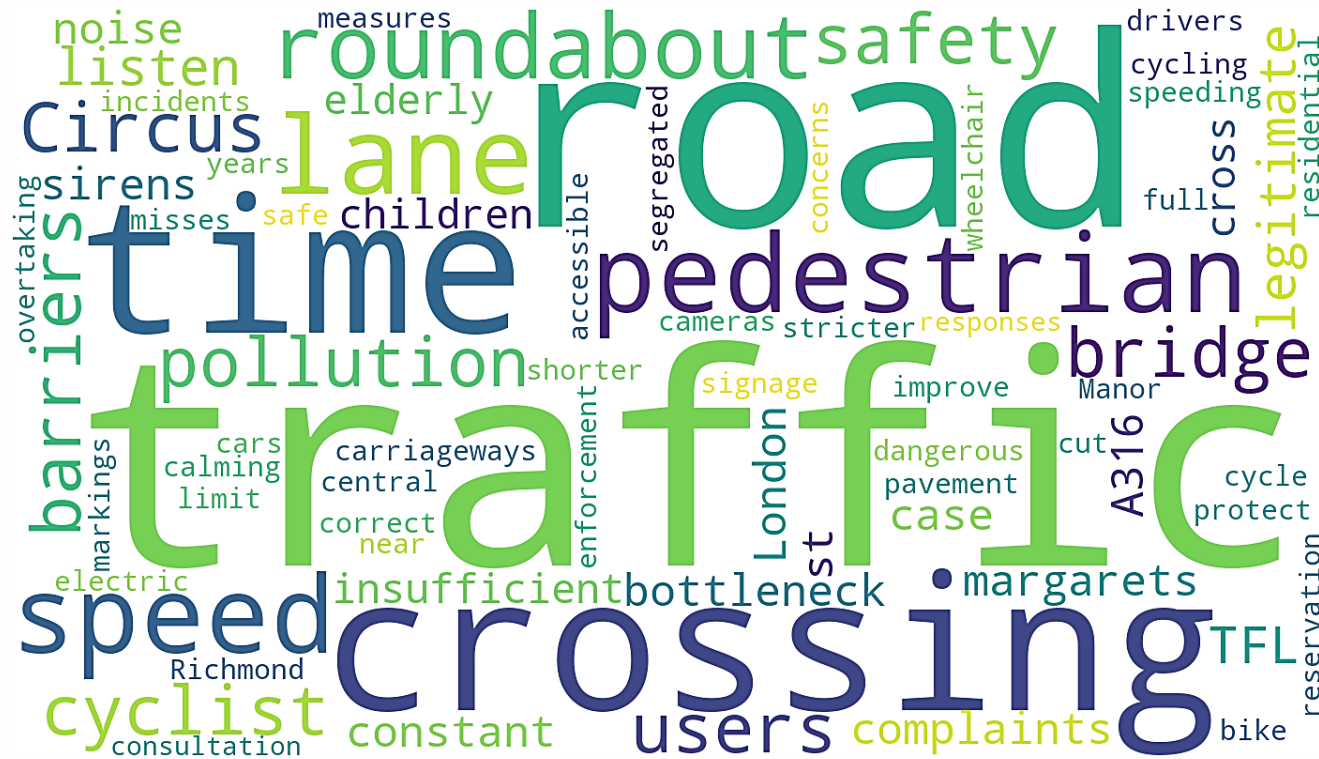


# Understanding Community Concerns

Before this session, we asked residents to tell us about their concerns around St Margaret's Roundabout and the surrounding area.

The issues raised most often were:

- Road safety
- Pedestrian crossings
- Traffic congestion
- Speeding
- Conflicts between people cycling and walking
- Road layout and signage along the A316



# A316 Corridor

## Long-Term Strategic Approach

We understand concerns about congestion, road safety and the impact the A316 can have on local communities.

While some enhancements can be delivered in the short term, bigger changes will take longer and need to be planned across the wider route. We also need to consider available funding.

TfL and Richmond Council are working together to identify a longer-term approach which:

- Improves safety
- Supports walking and cycling
- Keeps people moving efficiently
- Supports a better experience for local communities



# Crossings

## Focus on: St Stephen's School



TfL was asked to conduct a review of the crossing facilities close to St Stephen's School.

The review included a detailed review of the crossing layout and phasing of signals.

# Crossings - Facilities

## Focus on: St Stephen's School



The review found that the crossing at St Margaret's Roundabout meets current accessibility and safety standards. Findings highlighted:

- Appropriate crossing widths
- Suitable waiting and crossing times
- Accessible push-button locations
- Tactile paving for people with visual impairments
- Good lighting and visibility
- Safe, well-maintained walking surfaces

# Crossings – Signal Timings

## Focus on: St Stephen's School



TfL's Network Performance team continuously review crossing operations to ensure the best balance between pedestrian and vehicle demands.

Following further assessment, we have increased the time available for people crossing during the busiest periods of the day in the busiest directions.

We have adjusted the timings specifically to help students and parents from St Stephen's School.

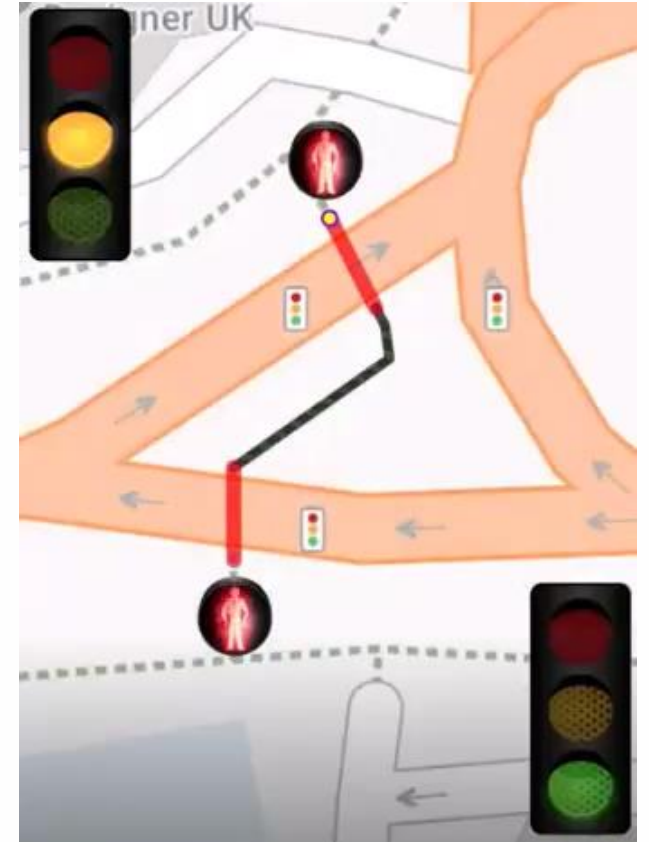
# Crossings – Signal Timings (AM Peak)

## Focus on: St Stephen's School



During the morning peak, we've coordinated the lights to help the heavier flow of people heading towards school.

Signals operate on an 88-second cycle to prioritise pedestrians meaning the signals are synchronised to let you walk through multiple stages without stopping where possible.



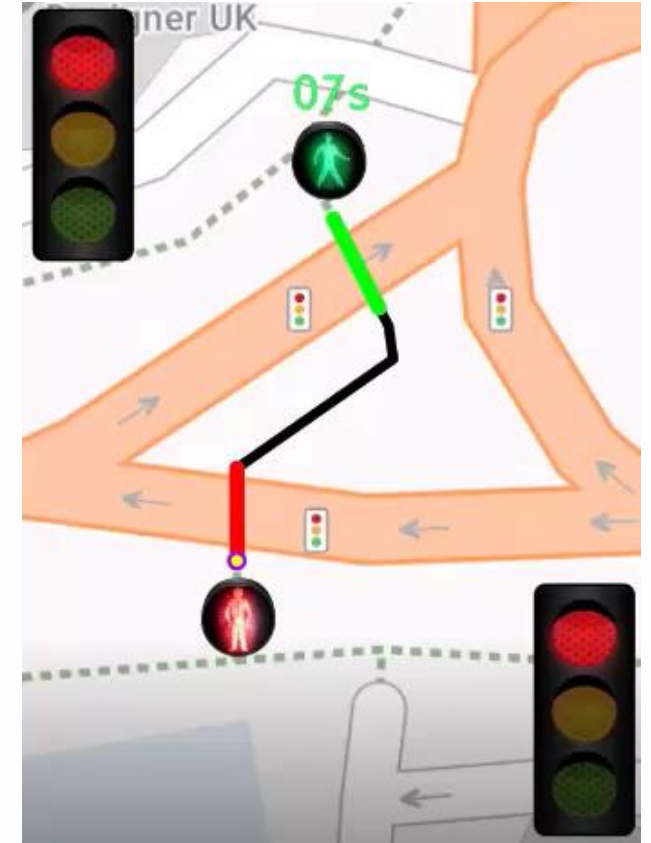
# Crossings – Signal Timings (PM Peak)

## Focus on: St Stephen's School



When school lets out, we see a surge of people heading northbound. To support this, we've added extra green time in the afternoon.

Signals operate on an 80-second cycle. It also provides a longer pedestrian green stage than the morning to handle the high volume of people leaving the school at once.



# Crossings – Position of Crossing

## Focus on: St Stephen's School



We reviewed whether moving the crossing would provide additional safety benefits.

The assessment found that keeping the crossing in its current location remains the safest and most practical option because it is close to where most people naturally want to cross.

Moving it further away could encourage more people to cross outside the controlled crossing.

# Crossings – Finding Balance for all

## Focus on: St Stephen's School



We have optimised the timings to ensure pedestrians are able to get to and from school safely while balancing the competing demands from all arms of the roundabout.

Our approach is designed to ensure that congestion and queuing is managed to such an extent that it does not block other pedestrian crossings in the area and that air quality is not disproportionately impacted by these changes.

With a fully dynamic signalling system now in use at London Road roundabout we fully expect local congestion experienced to reduce.

# Focus on Vision Zero



Safe speeds are one of the most effective ways to reduce the likelihood and severity of collisions.



The new 30mph speed limit between The Avenue and Twickenham Road supports the Mayor's and TfL's Vision Zero commitment to eliminating deaths and serious injuries from London's transport network by 2041.

Changes to the road were completed in March



-  New speed limit signage and carriageway roundels have been installed.
-  Additional signs have been installed following discussions with the Council.
-  Average speed cameras have been recalibrated to enforce the new 30mph limit.
-  Two new lighting columns were installed in the northbound and southbound directions



# Walking and Cycling



We recognise concerns raised by residents about cycling behaviour and safety along the A316.

TfL and Richmond Council are continuing to explore opportunities to support better conditions for people cycling while making walking safer and more comfortable.

## Enforcement

Enforcement of cycling offences is carried out by the Metropolitan Police.

Where concerns are reported, officers can provide advice, education and enforcement activity as appropriate.

We encourage residents to report incidents and concerns so that problem locations can be better understood.

Everyone using the road, whether walking, cycling or driving, has a responsibility to follow the Highway Code and help keep others safe.



# A316 – Wider Corridor Improvements

## Focus on: Flooding and Pavement Parking



The southern side of the A316 has been highlighted as a concern for flooding with drainage channels being affected by nearby tree growth with roots penetrating parts of the gully system restricting surface water drainage during heavy rainfall.

Engineers are currently investigations solutions for this location.

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Previous concerns have been raised over vehicles parking on the footway close to Chertsey Cottages. As part of the works to address flooding in this location, we'll also seek to address pavement parking contraventions with the placement of bollards.

This work will progress upon the completion of flood mitigation works.



# Pre-Submitted Questions

Thank you to everyone who submitted questions in advance.

We received more than 40 questions from participants ahead of this session which we will respond to personally.

For today, we have highlighted the main themes raised in those questions that have not already been covered in the presentation.





# Pre-Submitted Questions

**I'm concerned about the cyclists on the pavement between Manor Circus and Richmond Circus.**

All road users, including cyclists, are expected to follow the Highway Code. TfL plays an active role in promoting safe and respectful behaviour through education, awareness campaigns and working closely with partners to improve road safety.

Where enforcement action is required, that sits with the Metropolitan Police, and we encourage incidents to be reported so they can target resources and enforcement where problems are occurring by calling 101 or by visiting the link below or scanning the QR code.

<https://www.met.police.uk>





# Pre-Submitted Questions

**Is it possible to show the lane markings for the St Margaret's roundabout on a sign so that vehicles travelling both south and north know which lane to be in to go straight on?**

Lane discipline and driver positioning on the approach to St Margarets Roundabout plays an important part in helping traffic move safely and efficiently through the junction.

TfL will review the existing layout and explore options for improved road markings on the approaches to the roundabout, including whether clearer lane guidance or refreshed markings could help reduce confusion and support safer navigation for all road users.

Any potential changes would need to be assessed alongside traffic operation and safety considerations, but we are committed to investigating what improvements may be possible.





# Pre-Submitted Questions

**Can you install speed cameras from The St Margaret's to the bridge as 30mph is ignored on this stretch?**

TfL is not currently expanding its fixed safety camera network, but enforcement continues through existing cameras, mobile enforcement, police activity and Community Roadwatch.

Community Roadwatch allows residents to work with local police to identify speeding vehicles in their area.

To take part in Community Roadwatch, or to suggest a residential area where there are community concerns around speeding, members of the public can email [CommunityRoadwatch@met.police.uk](mailto:CommunityRoadwatch@met.police.uk)

TfL is also using deployable mobile cameras at non-compliance hotspots, which have been shown to improve driver behaviour and reduce road danger.



# Q&A Session



Your voice matters, and your feedback helps inform our plans and priorities.

We would now like to open the floor for questions, comments, and discussion.