

Richmond Thematic Community Conversation: The A316 and St Margaret's Roundabout

DATE: 7:00pm-8:30pm, Wednesday 22 July 2026

CHAIR: Councillor Gareth Roberts, Leader of Richmond Council

SUMMARY OF EVENT

Richmond Council organised this online Community Conversation in response to residents' safety concerns about the A316, particularly the shared pedestrian and cycle route between St Margaret's roundabout and Twickenham Bridge. Residents raised concerns about the safety of pedestrians and cyclists using the roundabout, especially families and carers travelling with children to and from school and older residents.

AGENDA

19:00 -19:10	Welcome and introduction to the Community Conversation
19:10 -19:25	Transport for London: A316 Safety Measures Update
19:25 -20:25	Resident Q&A with the panel facilitated by the Chair
20:25 - 20:30	Event close

VIRTUAL PANEL MEMBERS:

- Catherine Seaborn, Head of Local Communities and Partnerships (Transport for London)
- Councillor Alexander Ehmann, Joint Deputy Leader and Chair of the Transport & Air Quality Committee, Ward Councillor for St Margarets and North Twickenham (London Borough of Richmond upon Thames Council)
- Councillor Katie Mansfield, Vice-chair of the Finance, Policy and Resources Committee and Richmond Town Centre Project Lead Member, Ward Councillor for St Margarets and North Twickenham (London Borough of Richmond upon Thames Council)
- Councillor Maria Margiotta, Ward Councillor for St Margarets and North Twickenham (London Borough of Richmond upon Thames Council)
- Chris Smith, Assistant Director of Engineering (London Borough of Richmond upon Thames Council)

MEETING NOTES

Welcome	• The Chair welcomed residents and apologised for the technical glitch the previous evening. • Strength of local concern about road safety on and around the A316 is acknowledged. This meeting was arranged as a forum to discuss experiences and concerns with TfL, ask questions, hear from TfL on work undertaken, options being considered, and next steps. • A petition with over 2,500 signatures highlights areas where residents would like to see improvements: 1. Adjusted traffic light timings at St Margaret's roundabout 2. Stronger physical barriers to protect pedestrians and cyclists 3. A reduction in speed limit to 30mph from St Margaret's roundabout to Twickenham Bridge 4. Improvements to the shared pedestrian and cycle path on the north side of A316 between St Margaret's roundabout and Twickenham Bridge 5. Separate pedestrian and cycle paths along the north side of A316 between St Margaret's roundabout and Whitton Road roundabout
TfL presentation on A316 safety measures	• A316 safety measures at the St Stephen's School crossings include: ○ A review of accessibility and safety standards ○ Changes to the signal timings in the morning and afternoon peak times ○ Review of the position (geometry) of the crossing ○ New 30 mph speed limit between the Avenue and Twickenham Road to reduce the likelihood and severity of collisions. • Concerns about cycling behaviour along the A316 are recognised. Enforcement of cycling offences is carried out by the Metropolitan Police, and residents are encouraged to report incidents so problem locations can be identified. • Engineers are investigating solutions to the problem of flooding on the southern side of the A316. • TfL's presentation slides with more detail are available here. ACTION: ➤ TfL will explore options for improved road markings on the north/south approach to the roundabout.
Reflection from Councillors on the panel and TfL's response	• Councillors raised the need to segregate cyclists and pedestrians on the shared pavement. TfL welcomed this but emphasised the need to be evidence-led and prioritise investments where there is the greatest risk across the London network. • An A316 corridor feasibility study was carried out at the Council's expense. The Council is working with TfL's Cycle Network Development Team to identify funding for further feasibility and design work either on segregated or widened shared areas. The challenge is financial resources. We are exploring whether this might be co-funded.

The Conversation – themes and questions raised by residents	
Central reservation on the bridge	• A resident commented that if a central reservation was in place across Twickenham bridge all the way to St Margarets Roundabout on the A316 it would save lives, and that speed is not the main problem; it is the infrastructure. The width of the cycle lane is too narrow, so it is not being used because it is too dangerous. • TfL responded that the constraints of the location mean there is limited space for pedestrians and cyclists. The shared space is part of the longer-term design considerations. • TfL has reduced the speed limit to 30 mph and there is evidence across London this has led to improved safety. There is good speed compliance in the area. • Council Officers added it is a very constrained location. It is not possible to add a central reservation without widening the whole carriageway. This would also take space away from cyclists and pedestrians. ACTION ➤ TfL will ask its engineers to look at the central reservation again and get back to residents on this question.
Curb side barriers	• Council Officers explained that the existing bollards constrain vehicles better than pedestrian guard railings. If a vehicle leaves the road, the bollard is more likely to stop it, whereas a pedestrian guard railing can fold under impact and potentially trap pedestrians under it.
30mph speed limits and signage	• TfL explained that in urban areas the default speed limit is 30mph. Speed limits are being enforced. • Signs have been put up (there are legal restrictions on the amount allowed, and TfL have put up as many as they can) and there is enforcement on the bridge. • TfL encourage resident reporting of speeding through the Community Roadwatch so TfL can work with the Metropolitan Police to target speeding enforcement in that location.
Increasing danger of motorised & e-bikes on cycle paths & pavements	• TfL recognised the increased use of e-bikes across London and that we need to adapt and respond to behaviours. TfL are looking at where they can take further action to regulate and monitor. • Residents were encouraged by the Chair to raise any incidents in their next Police Liaison Group meeting.
Changes at London Road roundabout and impact on traffic flow	• TfL explained that changes were part of a ‘safety first’ scheme, as the junction was very dangerous for pedestrians and cyclists, so there was strong need for safer signal control and places to cross. • It is recognised that pedestrian crossings can impact on traffic, and signals have now been optimised including a dynamic signalling system that adapts to traffic conditions. This is being continually reviewed and updated. • TfL explained traffic is kept under review and will continue to be monitored. The rat run issue on the Glebe side has not been looked at by TfL.

	The Council has taken traffic counts as part of the review of Glebe side: flows are fairly low and speeds aren't significant, although the width of the road is a concern. Potential changes to maximise safety and minimise impact are under review.
A316 Footbridge	TfL confirmed the footbridge at St Margaret's Road roundabout will remain while infrastructure is in good condition.
Segregating pedestrians and cyclists on north side of Lower Mortlake Road	TfL suggested this might be included in the study planned with Richmond Council (pending agreement on funding).
Moormead rat run	The Council has written to residents offering to extend the hours of the Automatic Number Plate Recognition (ANPR) camera, with only three responses received. The Council could make this change if it had resident support.
Stopping cars moving across the pavement outside Chertsey Road Cottages	ACTION ➤ Richmond Council is working with TfL to find a solution to stop this.
Dangerous state of the A316 cycle path (especially from St Margarets roundabout to the North side)	- The Council and TfL have completed an inspection. There isn't space to improve without impacting the carriageway operation. Richmond Council went beyond its requirement in conducting the feasibility study for the entire A316 and have offered to co-fund improvements with TfL. The challenge is financial resources for both organisations. - TfL agreed on the constraints of the area. There is a regular maintenance schedule, with maintenance done recently on the west side of St Margarets. TfL has no plans to repave or upgrade this section of the A316. - Council Officers pointed out that the infrastructure was designed for a higher speed, and now it is 30mph it could be reviewed and the space potentially adjusted. This would be a long term, high-cost scheme, and the Council are working with TfL to consider options. ACTION ➤ TfL to confirm with the A316 working group when the next round of maintenance is scheduled for this section of the A316.
'Pedestrian only' sign near Cassilis Road not visible	ACTION ➤ TFL will look into this during the next round of maintenance
Accessibility	- The Chair of the Ruils Transport Mobility Forum recommended TfL begin attending the forum meeting again so the A316 can be discussed as a high-priority issue. - The barriers on the East side of St Margarets roundabout is an impediment to mobility aids.

	• Agree the roundabout is accessible and welcome the timings have changed and a 30mph speed limit has been introduced. • The next section along the A316 remains at 40mph between Twickenham and Whitton with no accessible crossing over that 2-mile stretch. None of existing crossings comply with the Equality Act. The request for a crossing that complies with the Equality Act has been made for many years, but no progress has been made. • The mandatory no cycling signs have reappeared in the subway. • TfL confirmed there are plans for an at-grade crossing west of Twickenham roundabout on Langhorn Drive, though timeframe not given. ACTIONS ➤ TfL to follow up on subway signs and continue the conversation on need for accessible A316 crossings. ➤ TfL and the Council to provide an update on the planned at-grade A316 crossing at Langhorn Drive. ➤ TfL to get in touch with the Chair of the Ruils Transport Mobility Forum.
TfL method for assessing risk and decision making	• TfL explained that it assesses risk by looking at both resident feedback and wider evidence. This can lead to shorter-term interim changes, as well as longer-term infrastructure investment decisions. TfL considers evidence such as casualty data, gaps in cycling infrastructure, bus journey times and other relevant factors. • A petition has been received about Ailsa Road and St George's Road, where there are over 200 vehicle movements per hour, which exceeds the Council's traffic management policy. The Council has plans to introduce restrictions on those roads, for which TfL have required traffic modelling ahead of delivery. The Council are progressing the public consultation to understand which option is supported. • The Council wants to see investment by TfL in the infrastructure mentioned by residents, and it's important that TfL lead by demonstrating the roads they manage are at least as friendly for cyclists as Council roads. ACTION ➤ TfL to come back with more detail on evidence used to the A316 working group.
Barriers at St Margaret's roundabout	• TfL explained that at London Road Roundabout there was space to put in a design that did not require barriers. St Margaret's is an older design and with the constraints, barriers are the safest option. • The Council opposed removing barriers as they stop vulnerable pedestrians from making dangerous choices.
Close	• The Chair closed by thanking TfL, Councillors and the residents. Residents were encouraged to complete the feedback form, to be sent by email.