

Priory Lane Consultation on cycle route improvement proposals



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Priory Lane forms part of both the Borough and the National Cycle Route Network catering daily for over 1000 pedal cyclists. It is also a busy route for traffic as it runs parallel to Roehampton Lane, providing an alternative link between two main roads, Upper Richmond Road (red route) and the A3 Roehampton Vale.

Priory Lane is long and straight with a footway on only the northbound side of the road. In some parts of the road, peak mean speeds can reach up to 28mph which can make cycling intimidating. A cycle track therefore occupies half of the footway for much of its length so that cyclists, particularly those cycling more leisurely or with less confidence, are segregated from motor vehicles.

However, the current arrangement raises several issues, namely: the remaining footway is unsatisfactorily narrow for pedestrians; many cyclists remain in the carriageway, as well as being observed in the cycle lane; Priory Lane's character as a cycling route where speeds should not go above 20mph is not clear to drivers; the diversion of the cycle route through Bank Lane and Roehampton Gate is not practical, most cyclists choose to continue along Priory Lane as it is a more direct route. Moreover, in the three-year period to December 2016 sixteen personal injury collisions were recorded in Priory Lane, twelve of which involved cyclists.

The proposals aim to improve pedestrian facilities by removing the cycle track from the footway and providing a constant footway width of 2.0m. Likewise the introduction of a northbound advisory cycle lane along the entire length of Priory Lane and associated changes to the highway layout aims to assist cycling and safety. Installation of cycle friendly speed tables/junctions are also proposed in this scheme to accentuate the 20mph speed limit in Priory Lane. Southbound cycles will be integrated with motor traffic. Road markings with the cycle symbol will be installed to raise awareness of the presence and legitimacy of cyclists on the carriageway.

It is important for the council to know the views of local residents and businesses before progressing with any improvements.

We urge you to respond to this consultation by completing the attached questionnaire and posting it back to us by 16 February 2018

Martin Hoare

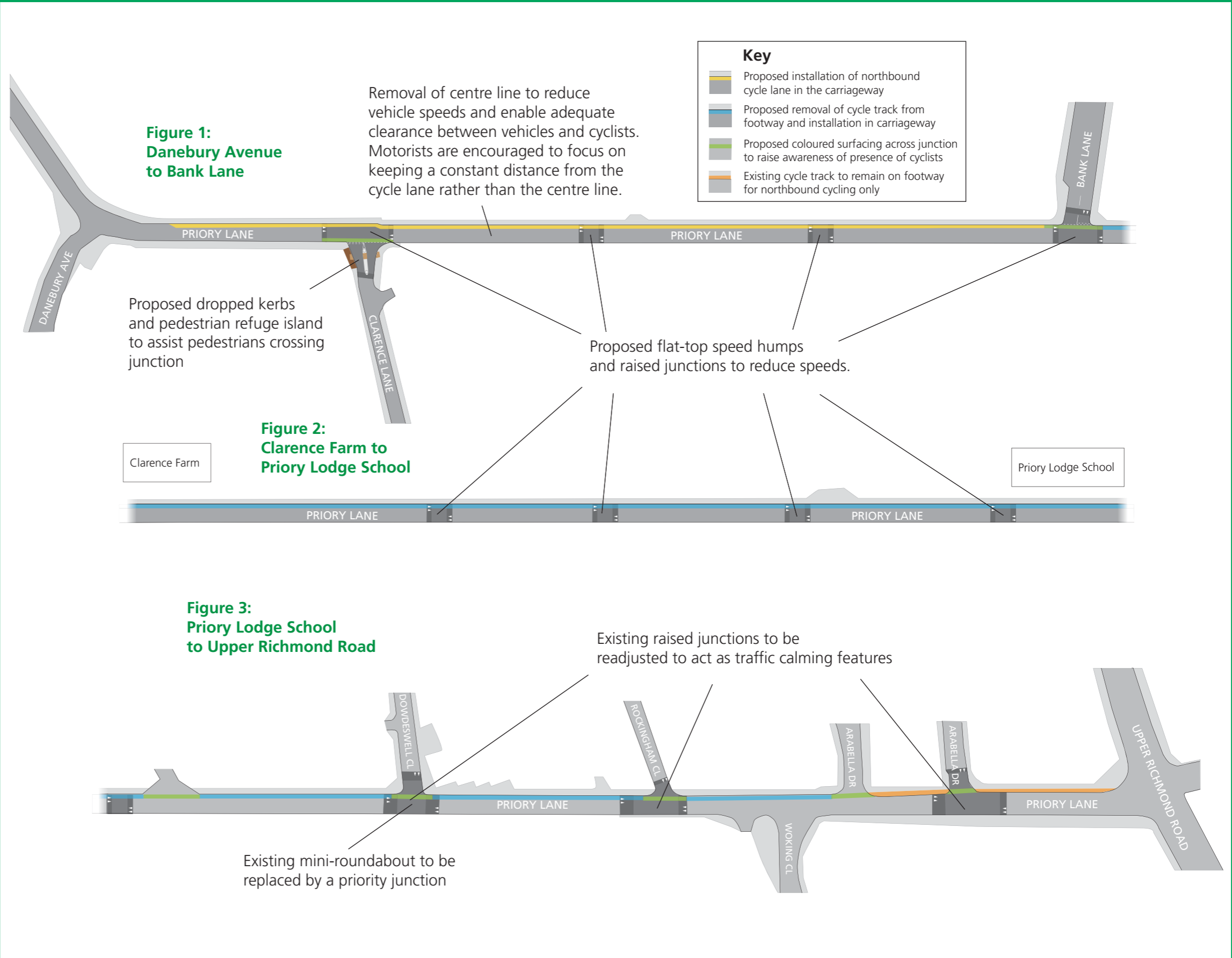
Head of Engineering

The council's executive has approved proposals to improve cycling and pedestrian facilities along Priory Lane. What are your views?

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Priory Lane is an important part of the cycling network, linking Richmond Park to Barnes and Putney Lower Commons. However the current two-way cycle track on the side footway raises several issues both for cyclists and for pedestrians. The council is committed to assist cycling and reduce personal injury accidents in Priory Lane by improving the highway layout. Below are our proposals based on your feedback:

- 1 Remove the cycle track from the footway, except between Arabella Drive and the junction with Upper Richmond Road but converting this extension of track to northbound cycling only;
- 2 Install 1.5m wide northbound advisory cycle lane on the carriageway from Arabella Drive up to Danebury Avenue;
- 3 Provide a constant 2.0m wide footway from Arabella Drive up to Danebury Avenue;
- 4 Remove the centre line to encouraged drivers to focus on keeping a constant distance from the cycle lane rather than the centre line, which also assists in reducing vehicle speeds;
- 5 Install 5 raised junctions and 8 flat top speed tables to help enforce the 20mph speed limit and accentuate Priory Lane as a local road and cycling route;
- 6 Remove mini-roundabout at the junction with Dowdeswell Close and install a priority junction, giving priority to northbound cyclists over right turning traffic;
- 7 Introduce coloured surfacing across the mouth of priority junctions to raise awareness of the presence and priority of cyclists;
- 8 Install dropped kerbs at the junction with Bank Lane and a pedestrian refuge island and dropped kerbs at the junction with Clarence Lane to assist pedestrians crossing.



Note: the drawings are indicative proposals and may require to be amended as a result of the consultation and detailed design processes.