



56 Gilpin Avenue
London SW14 8QY

27 March 2022

Mr Nick O'Donnell
Head of Engineering
LB Richmond upon Thames

Dear Nick

North and South Worple Ways

We are aware of the study your Department is currently undertaking of traffic conditions in North Worple Way (NWW) and South Worple Way (SWW) and I am sending you these comments on behalf of the Mortlake with East Sheen Society which has over 400 members in the area.

We note your introductory statement that: "since the closure of Hammersmith Bridge to vehicular traffic, and modifications to parking bays on Alder Road and SWW (to improve emergency vehicle access), concerns have been raised about pedestrian safety, traffic volumes and vehicle conflict in local roads. It appears some drivers may be using local roads to avoid congestion on the wider main road network."

Your on-line survey asks the following questions and these are our answers.

Please tell us your top three concerns (please list in order of importance)

You have actually indicated our top three concerns in your introductory statement, vis. pedestrian safety, traffic volumes and vehicle conflict and they are probably in the right order. Pedestrian safety is certainly a concern (see photos attached to this letter) and traffic volumes – and speeds – are known to have increased following the 'modifications to' (actually 'removal of') parking spaces in 2021.

Do you have any suggestions for possible solutions (or the benefits any traffic measures should deliver)?

We have four suggestions as follows:

1. Stop access from White Hart Lane (WHL).

Many years ago access to these two streets from Sheen Lane at the western end was closed in order to reduce chaos at the level crossing and deter rat-running. However, access from WHL at the eastern end has remained open and the chaos at this level crossing is still apparent. Sensibly the Council banned the left turn from SWW into WHL in 2014 but the opposite movement, i.e. the right turn from WHL into SWW, continues to cause dangerous hold-ups on the level crossing and should have been banned at the same time. In addition, the eastern end of SWW is extremely narrow and traffic seeking to exit onto WHL causes blockages to incoming traffic from WHL within the danger zone of the level crossing.

We fail to understand why access to NWW off WHL has never been stopped.

Access to both NWW and SWW is otherwise available via several routes that avoid dangerous traffic movements. Additional traffic movements anticipated from a number of local developments will add to the risks of accidents. The main local development affecting SWW is, of course, the Barnes Hospital scheme. Our Society drew the Council's attention to the issue of traffic and access at the outline planning stage and has done so again for the current planning application for the housing component. The Council has yet to take a sensible decision on this one.

2. Traffic calming measures such as speed humps.

We note there are raised 'platforms' in both roads where pedestrians cross to reach the two footbridges and that speed humps already exist, three on each road between the two footbridges, but none further east nor further west. The number of speedhumps – and also their design – requires review.

3. Street closure.

The alternative to traffic calming would be to close parts of these two streets, and this would also solve the problem of rat-running. It should be possible to close both NWW and SWW at suitable points along their lengths, e.g. alongside the burial ground on SWW, allowing access for emergency vehicles only through activation of raising barriers or lowering bollards. However, it may not remove the safety risks associated with "open access" onto WHL hard by the level crossing.

Another consideration which has to be factored in under this heading is the proposed street closure at Thomson House School.

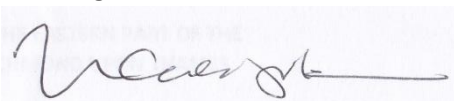
4. Modifications to Mortlake High Street (MHS) and Upper Richmond Road West (URRW)

The rat-running along NWW and SWW could be avoided if traffic in the two major roads can flow more smoothly. We note that the Brewery scheme includes modifications to ease the flow in Lower Richmond Road and MHS but we have not seen any modifications to URRW. We would like to recommend two:

- (1) Restrictions on the use of loading bays to off-peak times only on the stretch of road from the bus stop in URRW near Coval Road to beyond the Clifford Avenue junction – this will allow traffic bound for Richmond, especially buses, an unrestricted lane to Richmond instead of being forced into the lane carrying South Circular traffic bound for Brentford.
- (2) Introduction of a filter at the right turn from URRW into Priory Lane. There is a lot of traffic now making this right turn to reach Roehampton Gate (or Clarence Lane) since access to Richmond Park via Sheen Gate has been restricted and the right turn lane is not long enough to cope with the demand.

We appreciate that any modifications to URRW are the concern of TfL but thought that we should nevertheless bring these to your attention too. We also want to let you know that we have been urging TfL to carry out an O&D survey of traffic on the South Circular in order to understand why the Circular traffic is so heavy and what additional public transport measures are required to address this problem. We don't believe there has been an O&D survey since the 1980s.

Kind regards



Tim Catchpole, Chair

South Worple Way



Oncoming car on footway obstructed by pedestrian.

Note dotted white lines on road surface and footway in foreground denoting former parking space.

Note also traffic counter on road surface in foreground.



Head to head confrontation caused by pedestrian and dog!

South Worple Way (cont.)



Realistically there is only enough room for one car and a cyclist.



Note dotted white lines on road surface (erased) and footway denoting former parking spaces.