

# **TEDDINGTON QUIETWAYS and FAMILY ROUTES - ALTERNATIVES**

## **1 . NATIONAL ROUTE 4 (in place for over 14 years at least)**

The present National Route 4 comes through HAM as far as Teddington Lock then combines with Cycle Route 75 where it turns left (upstream) to Kingston, it then passes over Kingston Bridge to the Middlesex side of the river, down to Barge Walk as far as Hampton Court Palace where it crosses the bridge into East Molesey and Thames Ditton.

## **2. PROPOSED QUIETWAY TO TEDDINGTON THEN TO BUSHY PARK – RECOMMEND TERMINATION AT TEDDINGTON LOCK AND PUBLICISE A VARIETY OF DIRECT LINKS TO DIFFERENT PARTS OF BUSHY PARK VIA TEDDINGTON’S CURRENT SAFE FAMILY ROUTES’ INFRASTRUCTURE AS A MAJOR INCREASE IN CYCLIST NUMBERS IS UNLIKELY**

The proposed QuietWay is one and the same as National Route 4 from the Borough’s boundary with Wandsworth and Hammersmith as far Teddington Lock, it would therefore, be sensible to terminate it there, where cyclists can choose to follow the towpaths (4 and 75) to Kingston (very good standard) or Ham House and Richmond (in need of significant upgrading which would be a very good use of TfL funds), or continue over the suspension bridge to join one of the four Family Routes to various destinations locally or further afield, as well as via the Teddington High Street LCN. The two bridges at Teddington Lock regularly reach their pedestrian, pushchair and cycle capacity limits on busy summer days and on weekends throughout the year. Cyclists tell me that they prefer to cycle across the suspension bridge because they take up less space than they do when pushing their bikes. From recent observations carried out on several occasions, when there are lots of pedestrians around, cyclists push their bikes, when there are few pedestrians around, about two thirds cycle across. There is a “No Cycling” sign built into the path on the Teddington side, but not many cyclists appear to see it. A much more suitable river crossing point would be via a new foot and cycle bridge between Ham and Twickenham – which has been a major CLG objective for well over a decade.

## **3. RAILBRIDGES**

The Loopline Railway to and from Waterloo divides Teddington into two, there are five bridges connecting the Community, these are:-

(i) Footbridge at Bushy Park Road - cyclist friendly with shallow steps and cycle gully.

(ii) Footbridge at southern end of Teddington Station – very popular route to local schools, for pedestrians, and for cyclists fit enough to carry their bikes over. Cannot be used by anyone unable to use steps which are steep and uneven. Parents with pushchairs tend to travel in small groups to give each other a hand. The alternative is a kilometre walk up to the High Street, over the bridge and back along the other side of the track.

(iii) Rail bridge in centre of Teddington – this steep bridge joins High Street with Broad Street. Has busy off-road cycle tracks which we want extending down to Station Road and Church Road, with the installation of a mini-Holland/Tiger crossing across the Park Road entrance to enhance cycle route – or a new drop off the cycle path to create a dedicated on-road cycle path to Broad Street. Traffic throughput around 20,000 vehicles per day, and about 1000 cyclists, making it the busiest section of road in Teddington – way above what is desirable for a QuietWay It has a very well-designed

staggered Zebra Crossings with an outstanding safety record, and is held in high regard by all Teddingtonians, especially by families with children and the elderly .

(iv)Footbridge at Linden Grove – cyclist friendly with shallow slope and no steps. Network Rail removed the lighting a while back but lighting now back in place. Very popular route to local schools and towards Fulwell and Whitton.

(v) Railbridge in Shacklegate Lane – very busy road that can be used by cyclists with care but not as safe as Linden Grove.

#### **4. LIST OF FAMILY FRIENDLY CYCLE ROUTES STARTING IN FERRY ROAD**

**Route A to Bushy Park via Linden Grove footbridge**

**Routes B,C and D to Bushy Park via Broom Road (itself a safe route to Kingston bridge)**

**Route B to Bushy Park's Clapperstile Park entrance via Station Southern footbridge**

**Route C to Bushy Park's Chestnut Avenue via Station Southern footbridge**

**Route D to Bushy Park Road gate via Bushy Park Road footbridge**

##### **4.1 Route A via Linden Grove footbridge to Bushy Park's Blandford and Laurel Road gates, to the Watergardens, Cricket Grounds, Upper Lodge and link to Hampton Hill and Whitton**

This original LCN route (probably route 75) is shown on unamended current cycle maps as going as far as Twickenham Road and making a dangerous inwards right turn on a blind bend. On different occasions, I cycled the route several years ago with Traffic Engineers John Dore and Tim Segadin, and both agreed that a much safer and more direct route was to turn right into Manor Road at the Ferry Road lights and cycle along the cycle track, either to the cut through to the other half of Manor Road to go to Cambridge Road then Teddington Park Road, or continue further along to Teddington Park Road. Continuing then up Teddington Park Road, over Waldegrave Road at the Pelican Crossing to Linden Grove, over the bridge to Church Road, Victor Road, over Stanley Road to Princes Road, into Anlaby Road, left into Connaught Road, right into Gloucester Road, cross over at lights into Blandford Road to Bushy Park. Alternatively, right into Connaught Road to Kings Road, cross Hampton Road by the lights leading to the Laurel Road entrance.

This route shares the first section of the present unnumbered LCN cycle route which eventually goes past Stanley School in Strathmore Road to Fifth Cross Road.

##### **4.2 Route B to Bushy Park's Clapperstile entrance (a relatively new entrance), Rugby and Cricket grounds, and Government Laboratories adjacent to the Coleshill Road Entrance**

Left down Broom Road to Atbara Road, up to Kingston Road, cross via the lights into Kingston Lane, straightahead to Cromwell Road into Station Road, carry bike over Teddington Station southern footbridge into Victoria Road, across Park Road (via Zebra Crossing if nervous) into Park lane (by Police Station), proceed to Queens Road, cross at the Zebra Crossing and enter NPL/Royal Parks grounds. Bear left then right along Park wall - first gate is the Clapperstile Gate and at the end, there is the Coleshill Road gate – both lead to sports fields and the rest of the park. Across the park is the Dukes Head Passage to Hampton Open Air Swimming Pool – unfortunately cyclists have to walk along now – cycling has been banned. This was a key part of Route 168 to Hampton and Sunbury.

### **4.3 Route C to Bushy Park's Chestnut Avenue, Hampton Court and Surrey Hills Olympic Cycle Race Course and subsequent Ride London Events**

Left down Broom Road to Atbara Road, up to Kingston Road, cross via the lights into Kingston Lane, straightahead to Cromwell Road into Station Road, carry bike over Teddington Station southern footbridge into Clarence Road, right into Avenue Road (very quiet and few parked cars) down to Park Road/Sandy Lane, turn right carefully and Chestnut Avenue is on the left, OR turn right into Clarence Road, left into Avenue Gardens, heavily parked but fairly quiet, would recommend crossing by nearby Zebra if nervous. It's a 20mph zone but some drivers ignore that figure. Chestnut Avenue leads directly to the Lion Gate and Hampton Court Palace – best to park bikes on arrival to maximise enjoyment of the Palace and its gardens.

### **4.4 Route D to Bushy Park via Bushy Park Road footbridge leading to Leg of Mutton Pond, Longford River, Millenium Gardens, Cricket Club grounds and Kings Playing Fields**

Left down Broom Road to Holmesdale Road, turn right up to Kingston Road, cross to Bushy Park Road via Pelican Crossing. Cycle up Bushy Park Road, across Fairfax Road, over the cycle friendly footbridge, which has shallow steps and a cycle gully. The park entrance is opposite and the road has a nearby Pelican crossing for use when the road is busy.

## **5. Cycling in Bushy Park**

This is a lovely Park, with many remote and tranquil corners. There are large numbers of walkers using the gravelled tracks round the Park, and possibly an even larger number of dog walkers. Generally speaking, there are few problems, but cyclists should warn walkers when overtaking them from behind by ringing a bell, and when approaching dog walkers, it's best to slow down as not all owners have their dogs on a lead or fully under control.

Enjoy your rides through the Park, there are detailed maps at all entrances. Have a look at the Brewhouse and the restored Upper Lodge historical Watergardens near the Hampton Hill Gates, and the lakes, ponds and Diana fountain nearer the centre. Give deer a wide berth, particularly in the breeding season, use a telephoto lens if taking pictures. Park the bike and have a wander round the Woodland and Waterhouse Gardens, then have a cup of tea or a cold drink at the Woodland Gardens café,

## **6. Finally – to seek the installation of a cycle/footbridge over the Thames at Twickenham**

It is unlikely that funds will be available for the building of a cycle/footbridge over the Thames between Ham and Twickenham for many years – if ever. But on the assumption that if you don't ask – you don't get, would it not be a good idea for the Village Plans for both Twickenham and Ham to include a long term objective of building a cycle/footbridge over the Thames to join the Communities of Twickenham and Ham for their mutual economic benefit? This is not a new idea, the CLGs of the early 2000s discussed the idea many times, and there was a more recent proposal for a bridge by Radnor Gardens, inclusion in Twickenham and Ham Village Plans will ensure that should funds become available, the bridge could well get built.

Brian Holder, Leader, Teddington Society Roads & Transport Group 29th September 2016