

The Twickenham Society

Speaking: Sue Hamilton-Miller, Secretary

Representation to the Planning Committee 24 Nov 2022

Please refer to page 27 in the brochure.

In this Council's own words – the safety of pedestrians and other road users is paramount.

Your transport consultants accept that there are serious safety issues regarding the King Street junctions with Water Lane and Wharf Lane but have mitigated this by saying that there will be less traffic and it will be going slowly – so presumably people will be more likely to survive if hit by a vehicle?

So why has the Council not insisted on a Stage 1 safety audit to cover pedestrians and cyclists for the junction of Water Lane and the Embankment, in spite of requests for it from the Port of London Authority and local residents? Why only the horrendous swept path analyses you see before you (on page 27.)

This is probably the most dangerous junction, at the bottom of what will now be a two way street, where pedestrians and cyclists will be mingling with the cars and lorries. Some of these vehicles will be turning left to go along the Embankment or turning right to reach the Eel Pie Island service area. Turning here to go back up Water Lane will be large delivery lorries from the loading bay at the top of Water Lane. As they can no longer exit via the Embankment vehicles will be coming at you from the right from the island service bays. In the mix are cars trying to park in bays to the south of the grassy mound. And the Stopping Up Order will force the boatyards' huge artics to make dangerous 3 point turns here.

This summer a lorry driver had to be rescued by the Fire Brigade because his vehicle had slipped into the Thames by the slipway. And did you know that a swan was killed by a reversing lorry only a few weeks ago? People were screaming at the driver to stop but he didn't and the swan was killed in front of them. It might just as easily have been a child, an elderly resident or someone disabled who couldn't get out of the way in time. Neither of these accidents were to do with level of traffic or speed of travel.

So again I ask why, is there no mention of any pedestrian road safety audit of this junction in any document ? Would it be too damning and scupper this planning application?

Under Section 39 of the 1988 Road Traffic Act this Council has a statutory duty to take steps both to reduce and prevent accidents. As Councillors you have a duty of care to make sure that people are kept safe in public spaces such as roads, and the lack of safety audits of this junction is contrary to your legal obligations. Planning Permission should not be given until these essential audits have been done to the satisfaction of both your Transport Department and the Port of London Authority.

Remember - the safety of pedestrians and other road users is paramount.