

MAYOR OF LONDON

Gareth Roberts AM

C/o Jasmine.Farquharson@london.gov.uk

Our ref: MGLA061224-6164

Date: 29 May 2025

Dear Gareth,

Thank you for writing to me on behalf of your constituents and sharing their petition regarding safety at St Margarets Roundabout on the A316 and cycling provision between Twickenham Bridge and Whitton Roundabout.

Safety is mine and Transport for London's (TfL) top priority. TfL's [Vision Zero action plan](#) and the [Vision Zero action plan progress report](#) focus on the areas where our greatest challenges lie – London's streets. I remain committed to my Vision Zero target to eliminate all deaths and serious injuries on London's transport system by 2041, and we are making progress.

I understand that TfL met with you at the start of the year at St Margarets Roundabout to discuss your concerns and have since issued a follow-up response. I will take each of the requests from the petition and respond to them below.

Adjust traffic light phasing

Changes have been implemented to the signal timings outside St Stephen's School. TfL regularly evaluates signal timings, and in October 2024, an additional seven seconds was added to the existing pedestrian crossing cycle at morning and afternoon peak times to coincide with the school start and end. This has been done to increase the number of pedestrians that can cross per cycle and to improve progression across the A316, preventing pedestrians from being caught on the island.

Strengthen physical barriers

I understand that this has been explored following requests from the local community. TfL explored the option of introducing a Vehicle Restraint System (VRS) at the location, but it was found to not be viable due to limited space on the island. VRS requires a significant pedestrian footprint, which the islands could not accommodate.

Reduce speed limit

TfL reduced the speed limit between London Road roundabout and St Margarets roundabout from 40mph to 30mph last year. I have been informed that plans are currently being considered to extend this reduction from St Margarets roundabout to Old Deer Park. Engagement will be taking place with the borough, and I will request that you are kept informed of any developments.

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I understand that at the site visit, it was identified that speed limit signage was also an issue.

Following the visit, TfL explored whether additional 30mph signage could be installed upon leaving the roundabout towards London Road roundabout, outside St Stephen's School. However, legal restrictions in place specify repeaters for a 30mph can only be used where there is no street lighting. As this location has street lighting, TfL will not be able to install any additional 30mph signage.

Improve safety on shared pedestrian and cycling path and separate pedestrian and cycle paths

I have taken both cycling points together. As TfL is limited in the number of schemes that can be carried out due to financial pressures, it assesses schemes from a cost and benefits standpoint against its strategic objectives, including safety.

TfL has developed a process to prioritise investment, based on data around risk and cycle potential, towards locations where work would deliver the most significant benefit and contribute to expanding London's cycle network. The location here ranks lower than others in London, and in the context of limited funding, other locations are more of a priority presently.

I have asked TfL to continue engaging with the London Borough of Richmond upon Thames on this point and all other safety matters in the area.

Finally, I understand that the recent site visit identified the benefit of additional school warning signage outside St Stephen's Primary School. TfL is exploring this and will provide an update once it is clear whether additional signage can be installed both practically and beneficially.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan' with a stylized flourish at the end.

Sir Sadiq Khan
Mayor of London