

## Jacob Gemma

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**From:** Davies, Ian: TTS-TransHighways: RBKC <[REDACTED]@rbkc.gov.uk>  
**Sent:** 31 March 2020 16:29  
**To:** Greenland Adam; [REDACTED]  
**Cc:** Rogers Andrew (ST)  
**Subject:** RE: Royal Hospital Road 12/057

Thanks Adam – good to hear from you and that you are all well.

That's fine about the invoice – we'll settle it next year or invoice us for what you can in 19/20 but it's no biggy either way.

Best, Ian

Ian Davies  
Principal Traffic Engineer

Directorate of Transport & Highways  
The Royal Borough of Kensington & Chelsea  
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**From:** Greenland Adam  
**Sent:** 31 March 2020 16:25  
**To:** [REDACTED]; Davies, Ian: TTS-TransHighways: RBKC  
**Cc:** Rogers Andrew (ST)  
**Subject:** RE: Royal Hospital Road 12/057

[REDACTED]

Apologies for the lack of e-mails over the last few weeks, we have had a lot of urgent operational work, I am sure you can understand that that has taken priority.

However, I can confirm that we have received what we needed from Engineering Services, and work has now started on finalising the Future Base and the Proposed models.

We are on track to deliver the completed models, as well as a SIR for this scheme by 1<sup>st</sup> May 2020. I will of course keep you updated on this. We have not yet run the Future Base models, but I can send you the results of this once this has been completed.

Ian,

Regarding the payment, I have made enquiries about whether we can charge for this in 2019/2020, however, we do not usually invoice until the work is complete since if not all of the budget is spent, then we will only charge for the work that has been completed. Therefore, invoicing before the work is complete is unusual.

I do hope you are both doing well.

Many thanks and kind regards,

Adam

**Adam Greenland MEng**  
**Senior Network Manager**  
**West Team – City of Westminster and Royal Borough of Kensington and Chelsea**  
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EVERY JOURNEY MATTERS

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**From:** [redacted] <[redacted]@redwilson.co.uk>  
**Sent:** 31 March 2020 16:02  
**To:** Rogers Andrew (ST) <[redacted]@tfl.gov.uk>; Greenland Adam <[redacted]@tfl.gov.uk>  
**Cc:** Davies, Ian: TTS-TransHighways: RBKC <[redacted]@rbkc.gov.uk>  
**Subject:** RE: Royal Hospital Road 12/057

Hi Andy and Adam,  
I hope your both safe and well?

I appreciate the current situation is challenging at the moment but I wanted to know whether you have received timings back yet for Engineering? Also could you please send over a copy of the future base model if completed, along with the results from the previous base model so we can get a comparison of the changes.

Regards

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**From:** Rogers Andrew (ST) <[redacted]@tfl.gov.uk>  
**Sent:** 14 February 2020 14:56  
**To:** [redacted] <[redacted]@redwilson.co.uk>; Greenland Adam <[redacted]@tfl.gov.uk>  
**Cc:** Davies, Ian: TTS-TransHighways: RBKC <[redacted]@rbkc.gov.uk>  
**Subject:** RE: Royal Hospital Road 12/057

Hi [redacted]

Thank you for your email. As I am sure you are aware, we are fully supportive of the aspiration to provide improved pedestrian and cycle facilities at this signal junction. As such, we have worked closely with RBKC to assist with designing and delivering the necessary improvements and are keen to see these benefits realised as soon as possible.

However, as we discussed the last week, my position is the modelling should be as accurate as possible and that includes audited traffic signal timings. The requirements for these Engineering checks was included in the quote sent out in November 2019, I apologise if the timescales for this were not clearly articulated. My reasoning for this position is as follows:

First, our involvement has not only been to help deliver Healthy Street improvements but also to assess the potential impacts on the TRLN as well as bus services. Network changes that would impact the TRLN would be notifiable under the usual TMAN process. This scheme has the potential to have such impacts which can only be determined through a robust traffic modelling assessment. This assessment would determine the requirement for a formal TMAN approval notification.

Secondly, over the last couple of years, traffic modelling forecasts have been under increased scrutiny in both RBKC and other boroughs. I would therefore struggle to justify a decision to move away from a robust modelling process.

In terms of timescales, as previously stated it is 7 weeks for audited signal timings. The traffic modelling will then take 6 weeks followed by 4 weeks to write and approve the Scheme Impact Report. I have asked Adam to commence work on the future base model to minimise this timescale as much as possible.

I am happy to discuss further.

Regards,

Andy

**Andrew Rogers**  
**Planning and Performance Manager | North West Area**  
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**From:** [redacted] <[redacted]@redwilson.co.uk>  
**Sent:** 12 February 2020 18:11  
**To:** Greenland Adam <[redacted]@tfl.gov.uk>  
**Cc:** Davies, Ian: TTS-TransHighways: RBKC <[redacted]@rbkc.gov.uk>; Rogers Andrew (ST) <[redacted]@tfl.gov.uk>  
**Subject:** Royal Hospital Road 12/057

Hi Adam,  
Thanks for your time last week I appreciate you are busy. I have been reviewing our (RBKCs) position on gaining acceptance from TfL to install much needed pedestrians crossing at the location while providing additional facilities to cyclists due to a high collision rate.

Currently we are going through a modelling production and checking process which RBKC fully support in order to understand the potential impact of these proposals on RBKC road network and how it's likely to impact our surrounding residents. The site is on the borough road network with the TLRN some 550m away. As this site isn't on the TLRN or SRN there is no duty for RBKC to go through the usual TMAN process. We are aware of possible bus routes being impacted and will propose mitigation measures where possible to minimise any impacts.

As per your previous email the timeline is now 7 weeks before proposed modelling can begin due to audited traffic signal timings being required. Given we do not need to adhere to a strict process in terms of TMAN application, can we not proceed with the proposed modelling with the un-audited timings your team have already been provided with by Engineering?

Undertaking the proposed modelling with the timings already provided in parallel to Engineering completing their Concept design would significantly cut down on programme which is highly desirable to RBKC. If it

transpires that the IGs do change once the Concept design is completed RBKC can take a view based on the finalised proposed modelling what the additional impact would be. We are also still awaiting modelling programme from TfL.

I look forward to hearing from you on these urgent matters.

Regards

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