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Surface Transport

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18 December 2014

### **Mini-Hollands Funding Confirmation Letter**

#### **Royal Borough of Kingston upon Thames**

Dear [REDACTED]

On the 17 December 2014 the funding for the mini-Hollands programme for the 2015/16 financial year was formally approved at TfL Surface Board. This letter provides confirmation of the funding approved by scheme in your Borough.

The funding released at TfL Surface Board is for design and implementation of schemes in 2015/16, and a full breakdown of funding allocation is shown in Appendix 1. The funding in the table is a portion of the agreed overall programme cost of £32.7m for the Kingston mini-Holland, inclusive of risk and inflation.

Please ensure that the financial information for these 2015/16 mini-Holland schemes is entered onto the Borough Portal by **Friday 30 January 2015**. If you would like TfL to enter this data on your behalf, please contact my colleague Tony Clark at [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk). *Note: the Borough Portal is a web based tool used by TfL and the London boroughs to manage the allocation of funds, reporting, forecasting and subsequent claims. Accordingly it is essential the information on the Portal is kept up to date.*

All funding is subject to proposals satisfying the requirements in Appendix 2. Your TfL Borough Cycling Team representatives will work in partnership with you to monitor spend against approved allocations.

If you have any queries relating to this letter and allocations detailed please contact me

[REDACTED]  
Yours sincerely,

[REDACTED]  
**Jessica Ellery**  
**Borough Cycling Programme Manager**

## Appendix 1 – Breakdown of funding allocation

Scheme Detail	Cost 2015/16 (£)	
	Design & Consultation	Construction
LM.1a Kingston Enterprise Hub/Kingston station access (interim scheme)	303,257	629,600
LM.1 Kingston station cycle hub and Kingston station plaza (full scheme)	375,482	-
LM.2 Wheatfield Way Greenway	239,040	-
LM.3 Riverside Boardway	391,413	-
LM.4 New Malden To Raynes Park link	289,950	618,560
NW.1 Kingston Hill / Kingston Vale (A308)	594,377	1,234,000
NW.1a Interim local connectivity to Kingston town centre	95,811	195,200
NW.2 Local connectivity: to Kingston Bridge	26,623	130,400
NW.3 Portsmouth Road north + south (A307)	132,723	1,098,400
NW.3a Local connectivity to Portsmouth Road	26,623	130,400
NW.4 Kingston to Surbiton	295,358	613,200
NW.5 Cambridge Road / Kingston Road (A2043)	641,000	-
NW.5a Local connectivity: Kingston Hill / London Road	162,400	-
NW.6 Ewell Road (A240)	451,000	-
NW.6a Local connectivity: St Mark's Hill (B3370)	31,248	-
SM.1 Complementary measures	227,000	454,000
	<b>4,283,306</b>	<b>5,103,760</b>
	<b>TOTAL</b>	<b>9,387,066</b>

## Appendix 2 – Key requirements for mini-Holland schemes

- All mini-Holland schemes must receive Sponsor Approval before commencement of detailed design. Release of funding for implementation is subject to Sponsor Approval. The Sponsor's Review does not replace any other TfL procedures for scheme design and approval (e.g. TMAN requirements) and all the necessary quality and approval requirements should be met at the appropriate stages of project development.
- Scheme designs should pay particular attention to improving conditions and safety for cyclists and pedestrians, as well as ensuring good access to a reliable and convenient public transport network. All schemes are expected to be consistent with the London Cycle Design Standards (LCDS) and any subsequent editions/updates.
- To ensure a high level of urban design, scheme promoters are encouraged to engage their Mayor's Design Advisory Group (MDAG) representatives and UDL's design surgeries at an early stage of development to gain advice on design matters from experienced professionals, prior to progressing to detailed design.
- Scheme promoters are required to consult all relevant stakeholders including those within TfL during the design process. The Borough Cycling Programme Team in Surface Strategy & Planning can facilitate detailed discussions between boroughs and other teams in TfL as required.
- All mini-Holland schemes are required to undergo a Road Safety Audit (RSA), during both the pre and post-construction phases, which complies with TfL's RSA procedure.
- From April 2013 boroughs have been responsible for improving the health of their populations year on year. TfL published its Health Action Plan in February 2014 setting out the evidence base for how transport and street environments relate to health, as well as the actions that TfL will take to better recognise and reflect our role in improving the health of Londoners. As part of the design work on mini-Holland schemes, promoters should consider how these can help deliver the objectives for health improvement. Further information can be obtained from your borough's Director of Public Health or you can contact TfL's Public Health Specialist Lucy Saunders (e-mail: [REDACTED]@tfl.gov.uk)
- Since 2013 TfL has started using the London Highways Alliance Contracts (LoHAC) schedule of rates to enable a cost comparison of the price of delivering a scheme via LoHAC compared with their local contractors. TfL expects to see the LoHAC used where this offers better value for money than individual borough contracts.