

From: [REDACTED]
Sent: 14 July 2020 09:52
To: [REDACTED]@richmondandwandsworth.gov.uk>
Cc: [REDACTED]@RichmondandWandsworth.gov.uk>
Subject: RE: HAMPTON COURT ROAD CYCLE PROPOSALS

Hi [REDACTED]

TfL Engineering have now sent over their comments – please see attached, as added to my review sent on Friday.

Keep me posted re: discussions with your design engineer. It would be interesting to know what widths are feasible along that stretch (in tandem with the shared-use path). Other temporary LSP schemes have proposed removal of traffic islands to provide width for cycling as well, just something to consider.

Thanks,

[REDACTED]
Investment Delivery Planning | Surface Transport
Mail: Palestra, 197 Blackfriars Road, London, SE1 8NJ
Phone: [REDACTED]
Email: [REDACTED]@tfl.gov.uk



From: [REDACTED]@richmondandwandsworth.gov.uk>
Sent: 13 July 2020 10:31
To: [REDACTED]@tfl.gov.uk>
Cc: [REDACTED]@RichmondandWandsworth.gov.uk>
Subject: RE: HAMPTON COURT ROAD CYCLE PROPOSALS

Official

Hi [REDACTED] – thanks for this, I need to discuss with the design engineer and will come back to you hopefully later today.

I personally don't think we have sufficient width to provide a segregated westbound cycle lane which meets your design standards. We also have a few traffic islands so any facility would have to be stopped either side of the islands. We do have a shared footway along this road for much of its lengths allowing for 2 way flow with very few pedestrians using it.



Kind Regards

[Redacted]

Serving Richmond and Wandsworth Council

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From: [Redacted]@tfl.gov.uk>

Sent: 10 July 2020 09:52

To: [Redacted]@richmondandwandsworth.gov.uk>

Cc: [Redacted]@RichmondandWandsworth.gov.uk>; [Redacted]

<[Redacted]@richmondandwandsworth.gov.uk>; [Redacted]

<[Redacted]@richmondandwandsworth.gov.uk>

Subject: RE: HAMPTON COURT ROAD CYCLE PROPOSALS

Hi [Redacted]

Apologies for the delay in providing feedback on the Hampton Court Road proposals. I'm still awaiting comment from our Engineering team, however in the interest of time I've provided an initial review – please see the attached Sponsor Review form.

The main comments at this point are (a) we have concerns about the proposals for the unsegregated section between the existing cycle facility (towards Kingston) and the proposed start of light segregation (at the bend); and (b) it'd be quite useful to understand

where you are with Part 2 of your bid proposals to consider segregation between Hampton Court and Kingston Bridge.

Please let me know your thoughts on these, and happy to arrange a phonecall to discuss further.

At the same time – could you also provide an update on the Kew Road proposals following my email request from Wednesday? I'm concerned that we have not come to an agreement on one or two design details, with line marking removal due to start this Sunday 12 July. It would be helpful to get assurance that the existing cycle lanes between Stanmore Road and Lion Gate Gardens will not be removed (or if they are removed by the line marking team, that they will then be remarked as part of the full works).

Kind regards,

[REDACTED]

Investment Delivery Planning | Surface Transport

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From: [REDACTED]@richmondandwandsworth.gov.uk>

Sent: 02 July 2020 07:55

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Subject: RE: HAMPTON COURT ROAD CYCLE PROPOSALS

Thanks [REDACTED], any early stage feedback would be much appreciated. We obviously have extremely tight timescales and I would like to go out to safety audit asap, providing you don't see any glaring design issues.

Kind Regards

[REDACTED]

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From: [REDACTED]@tfl.gov.uk>
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<[REDACTED]@richmondandwandsworth.gov.uk>
Subject: RE: HAMPTON COURT ROAD CYCLE PROPOSALS

Hi [REDACTED]

Thanks very much for sending these designs and your summary of proposals for the Hampton Court Road LSP scheme. I've forwarded to colleagues for review (Engineering, Buses, etc), and we'll get comments back to you by end of next week (10 July).

Kind regards,

[REDACTED]
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From: [REDACTED]@richmondandwandsworth.gov.uk>
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<[REDACTED]@richmondandwandsworth.gov.uk>
Subject: HAMPTON COURT ROAD CYCLE PROPOSALS

Hi [REDACTED]

I attach our first draft of the proposals for the Hampton Court Road scheme, these are low cost and quick win measures given the funding allocation.

Hampton Court Road between Hampton Court Bridge & Bushy Park Gate – Proposed Cycling Improvements.

Our cycle improvements are proposed to address 'missing links' in cycle routes in the vicinity of Hampton Court Bridge (Roundabout). Hampton Court Bridge is a well used cycle crossing point of the River Thames, providing links between the Surrey (Elmbridge District) and Greater London (LBRuT).

Several well used cycle routes meet in this area but unfortunately the links between them are generally poor in the vicinity of Hampton Court Bridge (Roundabout) which is a heavily trafficked junction on the strategic road network:

- The National Cycle Network (NCN Route 4) runs between Kingston Bridge and Hampton Court Bridge, and provides an off-road on the Middx side of the River

Thames before crossing to the Surrey side and serving destinations towards Molesey/Walton;

- There are existing east - west on/off road cycle routes running along A308 Hampton Court Road between Kingston Bridge and Hampton;
- There is a strong north-south cycle desire line between Hampton Court Bridge and Bushy Park which serves destinations towards Hampton, Teddington and Twickenham. Many of these routes in the Park are well surfaced serving pedestrian/cycle gates located in the heart of residential areas.

These interim proposals will provide better connections between the existing cycle routes/desire lines, and should be complimentary to longer- term proposals to provide off-road/segregated routes in the wider area to help cyclists avoid the heavily trafficked roads in the area. With regards to the longer term we have already developed proposals for wider footways and crossing changes in consultation with the Palace, obviously subject to future funding.

Our interim scheme proposes the following measures:

- Mandatory cycle lanes both sides HCR between the roundabout and the bend protected with Rediweld wands/armadillos. We would look to implement a dropped kerb onto the footway outside the Palace at the end of this cycle lane arrangement to allow cyclists to use the footway to continue to the toucan crossing past the palace entrance, this would be subject to approval from the Palace as this is their land.
- A bus border arrangement for the northbound stop just north of the rbt
- A floating parking bay north of the bus stop border.
- Line marking changes between the rbt and a point west of the Bushy Park access, with centre line removal in part between the bend and a point at where cycle lane facilities already exist.
- A proposed 20mph for the extent of these proposals to complement the measures and centre line removal
- Cycle symbols throughout at regular intervals.

Could you please respond asap with your comments.

Kind Regards

[Redacted Signature]

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