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**Subject:** RE: Hampton Court Road

Hi [REDACTED]

Thanks for looking at these suggestions. Appreciate the constraints presented by the existing c/way widths and parking arrangement, however perhaps there is a hybrid option between the two that is feasible and still provides a safe facility for cycling in one direction?

Could we keep the southside facility presented in Option A – from the informal crossing near Bushy Park to the bend – while relocating the six parking bays to around the bend as it shows? The northside would look as presented in Option B, with cyclists having to mix with general traffic.

Kind regards,

[REDACTED]  
Investment Delivery Planning | Surface Transport  
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**Subject:** Hampton Court Road  
**Importance:** High

Official

Hi [REDACTED]

We have spent some time looking at your suggestions for HCR and unfortunately the widths just don't work, see Option A. By providing the cycle lanes either side between the bend and the park gates we reduce the 2 running lanes to well below 6 metres. Given the nature of the road, and the fact that it is a bus route, this simply isn't considered a feasible option.

We therefore propose that we proceed with Option B as shown. This is a slight revision to the previous proposal with an extended segregated lane on the palace side, further towards the park entrance. By continuing this facility the width around the bend is reduced and it is hoped that speeds into and out of the bend would be greatly reduced. We have also been able to provide an additional 6 parking bays, prior to the bend, as shown in purple. This has been tracked and the tracks of a HGV work in both directions. There is no change required to the parking bays on the Palace side. These additional bays are likely to go some way to appeasing the residents.

I don't think this scheme has been safety audited so this is something I would need to arrange asap. With regards to the cycle logos, these would not be placed in the centre of the running lanes as you would have to be a very brave cyclist to adopt this position. I will instead look to position the logos outside of the parking bay areas as far as possible (so as not marked directly in the door zone) and with the proposed reduction in speed limit to 20mph, this layout has got to be a better facility than currently exists.

I need to share this with Cllrs asap. I would therefore appreciate your views as a matter of urgency and your agreement that this scheme can be progressed and funding will be released for implementation. We are running out of time given the processes I now need to follow to get on the ground by the end of September.

**Kind Regards**

[REDACTED]

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