

From: [REDACTED]@richmondandwandsworth.gov.uk>
Sent: 06 August 2020 11:17
To: [REDACTED]@tfl.gov.uk>; [REDACTED]
<[REDACTED]@richmondandwandsworth.gov.uk>
Cc: [REDACTED]@RichmondandWandsworth.gov.uk>
Subject: RE: Hampton Court Road - floating parking bays and light segregation

Official

Thanks [REDACTED] – the costs wouldn't allow for such a long length of temp kerb/tarmac infill unfortunately, I am already at the limit of the 50k with the current design.

Kind Regards

[REDACTED]

Serving Richmond and Wandsworth Council

Tel: [REDACTED]

Email [REDACTED]@richmond.gov.uk

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From: [REDACTED]@tfl.gov.uk>
Sent: 06 August 2020 09:36
To: [REDACTED]@richmondandwandsworth.gov.uk>; [REDACTED]
<[REDACTED]@richmondandwandsworth.gov.uk>
Cc: [REDACTED]@RichmondandWandsworth.gov.uk>
Subject: RE: Hampton Court Road - floating parking bays and light segregation

Hi [REDACTED]

Yep – I take your point. I think the concern in the Light Seg Review is more to do with intermittent (and low) light seg next to parking.

If you'd prefer a continuous run of a 0.5m bolt down kerb along the length of the bay, covering the buffer zone, then we'd support that as well (assuming it's within the scheme budget, etc).

Kind regards,

[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>
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To: [REDACTED]@tfl.gov.uk>; [REDACTED]
<[REDACTED]@richmondandwandsworth.gov.uk>
Cc: [REDACTED]@RichmondandWandsworth.gov.uk>
Subject: RE: Hampton Court Road - floating parking bays and light segregation

Official

Thanks [REDACTED]

Our concern was that without some sort of protection vehicles won't necessarily be fully inside the bay and it could impinge on the safety zone between the bay and the lane. What if we kept this section raised up at the same level as the footway (after the bus stop) using a temp kerb, that would give a physical barrier protecting the cyclists (without any trip hazard) and would still allow us to mark our 1m strip? Just a thought.

Kind regards,

[REDACTED]

Traffic and Parking Policy
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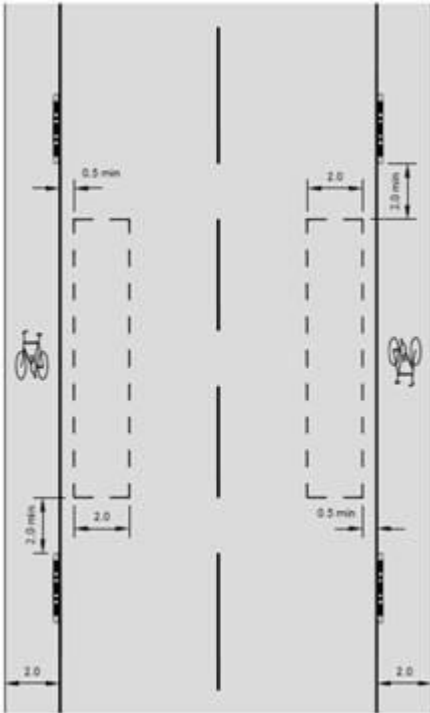
From: [REDACTED]@tfl.gov.uk>
Sent: 05 August 2020 17:52
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Cc: [REDACTED]@RichmondandWandsworth.gov.uk>; [REDACTED]
[REDACTED]richmondandwandsworth.gov.uk>
Subject: Hampton Court Road - floating parking bays and light segregation

Hi [REDACTED]

I'm still in discussion with [REDACTED] and [REDACTED] about our preferred approach at the bus stop; hoping to confirm with you tomorrow morning.

In the meantime, just wanted to feed back some advice about the preferred arrangement for the floating parking bays. Our latest advice from our (still unpublished) Light Segregation Review is that *Light segregation must not be provided adjacent to floating parking bays or within a 2.0m area from the bays* (see example layout below). This is due to a number of previous issues with trip hazards, car doors striking light segregation, blocking wheelchair dismounts, etc.

The 1m buffer strip is a very interesting idea, and is one that we'd certainly like to see in action. Might want to consider marking the mandatory white line on top of the buff surfacing though, to enforce cycle lane clearance without the presence of wands, etc.



No good photos of any best practice I'm afraid. The only locations which show this on streetview are Royal College Street and Green Lanes in Enfield, however both use the low-level separators which are not encouraged.

Kind regards,

[REDACTED]
 Investment Delivery Planning | Surface Transport
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