

**From:** [redacted]richmondandwandsworth.gov.uk>  
**Sent:** 06 August 2020 13:55  
**To:** [redacted]@tfl.gov.uk>  
**Cc:** [redacted]@richmondandwandsworth.gov.uk>; [redacted]  
[redacted]@RichmondandWandsworth.gov.uk>  
**Subject:** RE: Proposed scheme for Hampton Court Road

Official

Thanks [redacted]

So the only zebra element are the stripes on the ground? I assume this is used as an informal arrangement, could you share your layout detail please. We currently have the cycle facility raised to the same level as the bus stop border, are you suggesting that the only raised section is the crossing area. For a temporary arrangement using just bolt down kerbs I am struggling to see how drainage would work. I am on leave until Tuesday after 2.30 today. I will discuss with the engineers then and respond if that's ok. For now we will submit the TMAN as per our existing layout as I cant delay this process until then and we can talk the finer detail next week.

Kind Regards

[redacted]  
[redacted]

Serving Richmond and Wandsworth Council

Tel: [redacted]

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**From:** [redacted]@tfl.gov.uk>  
**Sent:** 06 August 2020 09:21  
**To:** [redacted]@richmondandwandsworth.gov.uk>  
**Cc:** [redacted]@richmondandwandsworth.gov.uk>; [redacted]  
[redacted]@RichmondandWandsworth.gov.uk>; [redacted] (ST)  
<[redacted]@tfl.gov.uk>; [redacted]@tfl.gov.uk>; [redacted] (ST)  
<[redacted]@tfl.gov.uk>  
**Subject:** RE: Proposed scheme for Hampton Court Road

Hi [redacted]

Upon further discussion on our end, our preferred arrangement is to retain the bus stop bypass as originally presented with the following additions:

- I. A zebra crossing is included between the footway and the bus stop island, in the same location as where you are currently proposing an uncontrolled crossing. I can share a standard detail of the typical layout on a bus stop bypass like this, but basically same zebra markings as you'd see elsewhere just without the belishas.
- II. Cyclists are encouraged to slow on approach to the zebra crossing through vertical deflection (ie to ensure the zebra crossing is raised / flush).

- III. Monitoring of this crossing be included as condition of funding, ideally through several site observations (happy to discuss details of this further).

Let me know if you have any questions.

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>

**Sent:** 05 August 2020 11:28

**To:** [REDACTED]@tfl.gov.uk>

**Cc:** [REDACTED]@richmondandwandsworth.gov.uk>; [REDACTED]

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<[REDACTED]r@tfl.gov.uk>

**Subject:** RE: Proposed scheme for Hampton Court Road

Official

For you [REDACTED] I am happy to consider anything 😊, I am however struggling to see how offloading bus passengers onto a shared cycle area is safer but if that is the preferred option I am happy to look at a re-design. [REDACTED] – I assume TFL would still support the scheme if we amended the design accordingly? As [REDACTED] says, this will allow for overtaking of a stationary bus when at the stop and from a traffic movement view, this new design will have obvious benefits.

Kind Regards

[REDACTED]

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**From:** [REDACTED] (ST) <[REDACTED]@tfl.gov.uk>

**Sent:** 05 August 2020 10:58

**To:** [REDACTED]@richmondandwandsworth.gov.uk>

**Cc:** [redacted]@richmondandwandsworth.gov.uk>; [redacted]  
[redacted]@RichmondandWandsworth.gov.uk>; [redacted]  
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<M[redacted]r@tfl.gov.uk>

**Subject:** RE: Proposed scheme for Hampton Court Road

Hi [redacted]

Ok thanks and you to I hope. I have looked at the proposed temporary scheme and although TfL supports cycle safety and segregated cycle lanes I would like to raise the following comment and safety concerns.

- When you say temporary how long are the council intending this to be a temporary layout?
- The layout looks to give priority to cyclists between the current footway and border area which raises the high risk of pedestrian/cyclist accidents especially with young children, the elderly, persons with disabilities including wheelchair users and the blind with or without guide dog assistance, this stop currently has a daily usage of between 170 – 200 passengers per day.
- By my calculations the seat within the current shelter position is at present almost 6 metres away from the kerb edge and these proposals will increase that distance to almost 10 or 11 metres which will include an uncontrolled cycle lane to navigate. TfL guidelines on this are stops should be placed 2 metres away from the approach to a shelter, the maximum we normally use in worst case scenarios is placing a stop on the departure side of a shelter at 6 metres. We have several of these in Richmond and have received many complaints over the years of the stop being too far away from the shelter.
- The borough can't expect passengers many of which are local residents to have to stand on this boarder open to all the elements for ?? months, while it decides if the scheme is to become permanent or not especially with the onset of Autumn & Winter on the horizon.
- Impact during Hampton Court Flower Show when both sides of this road are barriered off to prevent the public from crossing along this section from the car parking area on the green, including the increased higher volume of additional traffic on this already high traffic used road caused when this event takes place.

Would the borough consider not having the bus boarder but just the cycle lane with a raised area of shared use through the bus stop similar to that used in Kingston on there Go Cycle Scheme network along London Rd, Kingston Hill and Kingston Vale which works very well for all. (please see photo's attached. This would have less impact on highway space but still deliver the same benefits.

I have also copied in [redacted] TfL [redacted] for buses for comment as this scheme will impact on road space and possible buses delays.

Kind regards

[redacted]

[redacted]

**Network Management Directorate**

 **TRANSPORT FOR LONDON**

Surface Transport | Network Management  
Directorate | Asset Operations  
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**From:** [REDACTED]@richmondandwandsworth.gov.uk>

**Sent:** 04 August 2020 17:56

**To:** [REDACTED] (ST) <[REDACTED]@tfl.gov.uk>

**Cc:** [REDACTED]@richmondandwandsworth.gov.uk>; [REDACTED]

[REDACTED]@RichmondandWandsworth.gov.uk>; [REDACTED]

<[REDACTED]@tfl.gov.uk>

**Subject:** Proposed scheme for Hampton Court Road

Official

Hi [REDACTED]

I hope all is well with you. I wanted to share proposals for a cycle scheme being accelerated for implementation on HCR between the Palace roundabout and the entrance to Bushy Park. As part of this work, for install by the end of September, we propose to introduce a 2.5m bus stop boarder with a cycle track to the rear, as shown in the detail drawing attached. At this stage, as these works are considered temporary, I would not propose to relocate the shelter on to the boarder. The scheme extents also include the stop opposite the Bushy Park access but there are no significant changes proposed in this location.

We have designed the scheme in accordance with standards and I welcome your comments at your earliest convenience. As you can appreciate time is of the essence. Many thanks.

**Kind Regards**

[REDACTED]  
Serving Richmond and Wandsworth Council  
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**From:** [REDACTED]@RichmondandWandsworth.gov.uk>

**Sent:** 04 August 2020 13:47

**To:** [REDACTED]@richmondandwandsworth.gov.uk>

**Subject:** HCR Plans

Official

Hi [REDACTED]

Can you take a look at the attached and check I've made all the relevant changes? If you're happy with these I'll send across to [REDACTED] Thanks.

Kind regards,

[REDACTED]

Engineer

Serving Richmond and Wandsworth Councils

[REDACTED]

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