

**From:** [REDACTED]richmondandwandsworth.gov.uk>  
**Sent:** 11 August 2020 14:50  
**To:** [REDACTED]@tfl.gov.uk>  
**Cc:** [REDACTED]RichmondandWandsworth.gov.uk>; [REDACTED]  
[REDACTED]@richmondandwandsworth.gov.uk>; [REDACTED]  
<[REDACTED]@richmondandwandsworth.gov.uk>  
**Subject:** RE: Hampton Court Road - floating parking bays and light segregation

Official

THANKS [REDACTED] I am happy to leave the segregation out between the parking bay and the cycle facility and I note your request for the white mandatory marking to be laid along the top of the buff, [REDACTED] – FYI.

Kind Regards

[REDACTED]

Serving Richmond and Wandsworth Council

Tel: [REDACTED]

Email [REDACTED]@richmond.gov.uk

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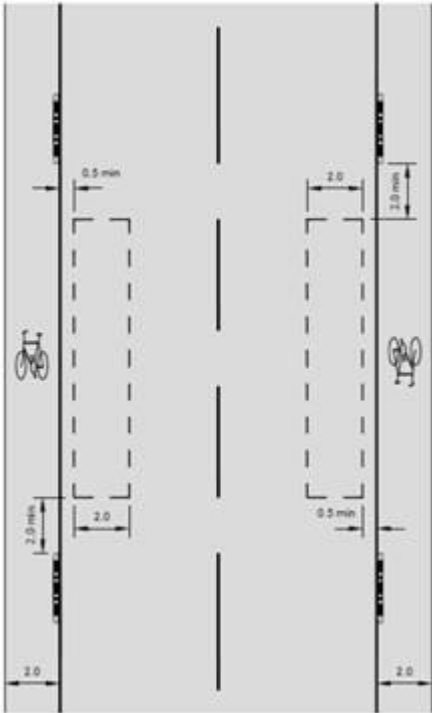
**From:** [REDACTED]@tfl.gov.uk>  
**Sent:** 05 August 2020 17:52  
**To:** [REDACTED]@richmondandwandsworth.gov.uk>  
**Cc:** [REDACTED]@RichmondandWandsworth.gov.uk>; [REDACTED]  
[REDACTED]@richmondandwandsworth.gov.uk>  
**Subject:** Hampton Court Road - floating parking bays and light segregation

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 Our latest advice from our (still unpublished) Light Segregation Review is that *Light segregation must not be provided adjacent to floating parking bays or within a 2.0m area from the bays* (see example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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