From: [redacted]
To: Junge Martin
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings
Date: 18 August 2022 16:45:22
Attachments: image001.png
image002.png
image003.jpg

You're welcome. Will anyone from TfL be attending the steering group next week?

From: [redacted]tfl.gov.uk>
Sent: 18 August 2022 16:38
To: [redacted]ealing.gov.uk>
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings

[redacted] thank you for spotting! Added. Cheers, Martin

From: [redacted]ealing.gov.uk>
Sent: 18 August 2022 16:36
To: [redacted]tfl.gov.uk>; [redacted]projectcentre.co.uk>; [redacted]projectcentre.co.uk>
Cc [redacted]@TfL.gov.uk>; [redacted]tfl.gov.uk>
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings

Thanks Martin.

There's an additional file to upload to TLRN options folder here Additional Crossings - WH Roundabout .docx.

[redacted] or [redacted] please could you upload the latest optional appraisal framework spreadsheet here too.

[redacted]

From: [redacted]tfl.gov.uk
Sent: 18 August 2022 16:29
To: [redacted]ealing.gov.uk
Cc: [redacted]@projectcentre.co.uk; [redacted]
<[redacted]projectcentre.co.uk>; [redacted]TfL.gov.uk>; [redacted]tfl.gov.uk>
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings

Hi [redacted]

Thank you very much for this. Apologies for my delay in replying, the past 24+ hours have been somewhat manic for me.

Following up on our update meeting yesterday, a quick update on my actions:

- Circulate proposals for Mandeville Road & Kensington Road to TfL colleagues, noting these are borough roads. Deadline for comments is 9 September (designs are saved on TfL portal) – MJ Preparing.

Contacted Signals

- Introductory email to Mark Hart (TfL consultation and engagement) to inform of upcoming consultations on Ealing borough roads (feel free to share brief). TfL presence may be required at events, to help produce FAQ documents and/or senior political buy-in such as Will Norman – MJ Thank you for sharing, [redacted]
    - Concept design consultation is due to commence around w/c 19th September
- Move TLRN high level scheme options to TfL portal and save any TfL comments here – MJ Please see here
- Issue updated spreadsheet of TfL feedback on TLRN sections in spreadsheet format, LBE/PCL to review and provide a formal response – MJ/CD Attached and on TfL LUF Sharepoint (same link)
- Arrange an in-person workshop w/c 5th or 12th Sept at PCL or Ealing council offices to review responses, agree options to progress to next stage, coordination with vision/narrative work, and questions to include in forthcoming Ealing council highway consultation – CD
    - Decide which TfL officers will attend this workshop and advise on availability – MJ
    - Provide update on costs for Ealing highway sections and impact on available TfL budgets – CD
    - [redacted]).[redacted]
    - TfL sections consultation programmed to commence in Jan-Feb 2023

Please let me also check with Alex tomorrow for further coordination.

Best regards,
Martin

Martin Junge
Principal Sponsor (Ealing) | TfL IDP Network Sponsorship
P: [redacted]

From: [redacted]ealing.gov.uk>
Sent: 16 August 2022 18:12
To: [redacted]tfl.gov.uk>
Cc: [redacted]projectcentre.co.uk>; [redacted]projectcentre.co.uk>
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings

Hi Martin

In answer to specific queries concerning cycle lane widths on service roads, there are physical constraints which could limit the widths that could be achieved.

To achieve a constant 4.0m there would be risks of the loss of existing trees, costly utility diversions, further reduction in car parking capacity and footway narrowing. In addition, there have been successful contraflow cycling schemes implemented in other London boroughs with similar land widths to those we are proposing (see example attached for Ifield Road in RBKC, where running lane widths vary but through lengths are 3.45-3.5 with parking on both sides). Our proposals would be subject to review via the safety audit process in any case.

Although the proposed widths are not ideal, the cyclist critical widths between 3.2m and 3.9m would be of greater concern in higher speed roads. In the service roads, where the lengths are relatively short, vehicle speeds/flows are likely to be very low, with good visibility and with places where cyclists/vehicles can wait – therefore the designed widths should be adequate.

Best wishes,

[redacted]

From: [redacted] projectcentre.co.uk>
Sent: 11 August 2022 13:05
To: [redacted] ealing.gov.uk>; [redacted] tfl.gov.uk>
Cc: [redacted] projectcentre.co.uk>; [redacted] projectcentre.co.uk>
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings

Hi Martin

[redacted] so I thought it best to step in and keep this moving. These comments are really useful and should help us to refine the design further (so thank you).

What would now be really helpful is to understand which of the design elements need TfL approval for them to be progressed (essentially in the RACI, which are Responsible elements as opposed to Consulted or Informed), so that the design team are clear that these must adhere strictly to the details that you have provided. Based on the below there are two elements that stand out:

1. The re-aligned toucan crossing
2. The bus stops

For both of these are you able to therefore confirm:

1. The mechanism for approving (should this be the next RSPG or can this just be a meeting to agree the details)
2. The person/people who can approve this (if not directly through you)

My preferred approach is to log these comments and to include them as a design package update for RIBA 4, which means that we would release the existing plans to external engagement.

Kind regards

[redacted]

From: [redacted] tfl.gov.uk>
Sent: 10 August 2022 17:42
To: [redacted] ealing.gov.uk>; [redacted] @tfl.gov.uk>; [redacted] tfl.gov.uk>
Cc: [redacted] projectcentre.co.uk>; [redacted] tfl.gov.uk>; [redacted] TfL.gov.uk>; [redacted] ealing.gov.uk>; [redacted] tfl.gov.uk>; [redacted])

[redacted] tfl.gov.uk>; [redacted] ealing.gov.uk>
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings

Hi [redacted]

Following up on our call last week, and as per my action at today's Technical Group meeting, I would like to give you initial feedback. As discussed, this is not a review by any means as I have not been able to involve the relevant colleagues but relied on my own experience and expertise – so there are caveats!

I saved the drawings you provided on the TfL LUF Sharepoint site here (if you don't have access please let me know). My comments:

Bus stops

Drawing #2

- Assets/ Buses would have to approve change of shelter type to back-to-kerb – it reduces usable cage length and kerbspace for buses by nearly a third as the first bus can't stop next to or beyond the shelter. Existing centre of footpath shelter allows for use of entire length of bus cage.
- This may introduce a risk of buses queuing and overhanging beyond the bus lane entry and into lane 1. As we have 5 bus routes on the corridor there is a chance of 3 buses stopping at any one time
- Suggest to maximise length of bus lane entry taper, eg parallel to central lane marking? (Would be exception to standard 1:10 / 30m length - a few line markings are still showing.)

Drawing #3

- Massive improvement! Removal of lay-by will benefit accessibility and bus journey times
- Shelter position and possible re-use to be confirmed by Assets/ Buses

Drawing #4

- Assets/ Buses would have to approve change of shelter type from back-to-kerb to back-of-footpath due to potential loss in advertising revenue.
- New arrangement appears sensible though as it will improve usable kerbspace.
- Is it possible to lengthen the bus cage to accommodate 3 buses? Aware there are constraints (eg HS2) and it would shorten green/ landscaping strip.

Ped crossings

- Relocation reflects previous discussion, ie aim to connect green spaces (as per design decision)
- Caveat: timescales. Typical signal scheme duration will take us beyond March '24 hence need to confirm with DfT and TfL Signals.
- Design will need to adhere to TfL 'gold standard' – TfL Signals would cover this in the design process.

Pedestrians

- Should we take raised tables further and consider continuous footways to provide pedestrian priority at side roads, if safe? Note recent DfT change to Highway Code with new road user hierarchy and ped priority at junctions. I think it would be good to discuss for consistency on the entire Church Rd corridor (Ealing and TLRN).
- #1, #4: Church Avenue and Sainsbury's access do not feature raised tables - why not?

Cycling

- #2: Service road has an unsafe 3.3m lane width – lane widths between 3.2m and 3.9m must be avoided due to safety risks for overtaking or oncoming cyclists.
- Generally, is it possible to achieve a consistent carriageway width of 4m to safely accommodate cyclists on the service roads? Placement of parking bays needs to be considered carefully, including possible safety zones in case of 'dooring'.
- #2: short facility between service road and Alderney Gardens seems somewhat misaligned – suggest to align more directly with northern service road (and possibly new tree if it can be provided without impacting sightlines for left turners on to Church Rd)

So these are my very own comments, but I hope they are useful for now. I would say no showstoppers, but definitely need confirmation from Assets, Buses, Signals and a Road Safety Audit.

Best regards,
Martin

Martin Junge
Principal Sponsor (Ealing) | TfL IDP Network Sponsorship
P: [redacted]

From: Junge Martin
Sent: 04 August 2022 17:44
To: [redacted] ealing.gov.uk>; [redacted] tfl.gov.uk>; [redacted] tfl.gov.uk>
Cc: [redacted] @projectcentre.co.uk>; [redacted] tfl.gov.uk>; [redacted] TfL.gov.uk>
Subject: RE: Mandeville Road, Northolt Preliminary Design Drawings

Hi [redacted]

I was just getting back to [redacted] before logging off – that is a very short deadline.

Not sure if any of my Sponsor colleagues can pick this up. As [redacted], we may not be able to involve stakeholders before next week.

[redacted] so can't be involved before the Design Panel meeting. Darren Berry covers for her but I don't know how familiar he is with site and proposals. [redacted] tfl.gov.uk [redacted]

I think the only possible option would be for [redacted] to contact TfL stakeholders directly as per the plan I shared with him. Gareth may be able to assist with the Sharepoint upload.

There were always going to be seasonal difficulties, but less than 5 working days would be challenging for us at the best of times, I'm afraid.

Many thanks,
Martin

Martin Junge
Principal Sponsor (Ealing) | TfL IDP Network Sponsorship
P: [redacted]

From: [redacted] ealing.gov.uk>
Sent: 04 August 2022 17:23
To: [redacted] tfl.gov.uk>; [redacted] tfl.gov.uk>; [redacted] tfl.gov.uk>

Cc: [redacted] projectcentre.co.uk>; [redacted]
<[redacted] tfl.gov.uk>; [redacted] TfL.gov.uk>
Subject: FW: Mandeville Road, Northolt Preliminary Design Drawings

Hi Martin

Copying in the other TfL Sponsors who may be able to help coordinate an initial response [redacted] Specific feedback on the draft proposals in relation to bus stops / crossings would be useful at this stage. There will also be more opportunities for feedback during the concept design consultation phase in Sept/October.

Following our internal design panel I will be issuing the designs to Active Travel England to review w/c 15th August so would be good to have some comments back before then.

As [redacted] suggested below, we are happy to meet on site with bus colleagues to understand any operational issues, similar to WELN.

Kind regards,

[redacted]

From: [redacted] projectcentre.co.uk>
Sent: 04 August 2022 16:29
To: [redacted] tfl.gov.uk>
Cc: [redacted] tfl.gov.uk>; [redacted] tfl.gov.uk; [redacted]
<[redacted] projectcentre.co.uk>; [redacted] ealing.gov.uk>; [redacted]
[redacted] projectcentre.co.uk>
Subject: Mandeville Road, Northolt Preliminary Design Drawings

Hi Martin

Please see attached Mandeville Road Preliminary Design layout drawings for TfL comments. Specifically comments on bus stops would be welcome [redacted] Could we have your early comments back by Wednesday 10th as we need to issue the drawings back to Ealing by Friday the 12th of August for their Design Panel.

I would also like to meet with [redacted] (or her team) to take her through the designs for the bus stops. We are happy to meet them on site to discuss.. I am happy to upload the drawings and documents into the TfL website.

Regards

[redacted]

Project Centre, part of Marston Holdings
Mobile: [redacted]
Phone: [redacted]
https://www.marstonholdings.co.uk/projectcentre

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