

Gemma Jacob

From: Simon O'Connell
Sent: 28 June 2021 14:04
To: [REDACTED]
Cc: Darek Podwiazka
Subject: Cambridge Road Sponsor review
Attachments: 210625 LSP SR Cambridge Road Rev S2-P01.xlsx

Hi [REDACTED]

I have attached the feedback from the most recent Sponsor Review. Richard has said that some feedback from the previous review still stands, and he has referred to this in the attachment.

Best Regards
Simon

Simon O'Connell [REDACTED]

Principal Sponsor

Network Sponsorship - Greenwich

Investment Delivery Planning

Phone: [REDACTED]

Floor 4 Blue, Palestra, 197 Blackfriars Rd, London SE1 8NJ | [REDACTED] tfl.gov.uk



| Version | Drawing Revision | Date of Design Issue | Reviewer | Date of Review | Comments |
|---------|------------------|----------------------|----------|----------------|----------|
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Sponsor Review Form

| | |
|---------------------------------|----------------------------------|
| Programme | LSP Schemes |
| Route Name | Cambridge Road LSP Cycle Scheme |
| Scheme Reference Number | 70014694-01-WSP-PO1-X-DR-HI-0100 |
| Delivery Partner/Borough | WSP / RB Kingston Upon Thames |

| SPONSOR TO COMPLETE | | | | | | | DESIGNER TO COMPLETE | | |
|---------------------|--|--------|------------------------|--------------------------------|----------------|---|--------------------------------|------------------|-------------------|
| ID | Drawing Number | Rev | Drawing Title | Reviewer (Name & Organisation) | Date of Review | Comment(s) | Designer (Name & Organisation) | Date of Response | Designer Response |
| 1 | 70014694-01-WSP-PO1-X-DR-HI-0100-01 | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | What are northbound cyclists connecting into at the junction with London Road? | | | |
| 2 | 70014694-01-WSP-PO1-X-DR-HI-0100-01 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | Unsure how the raised track / footway ties into the existing. Has vehicle tracking been carried out for the left and right turn movements from London Road onto Cambridge Road? | | | |
| 3 | 70014694-01-WSP-PO1-X-DR-HI-0100-01&02 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | Are the existing bus lanes being removed? If so are there any impacts on the bus journey times? Have TfL Buses being consulted? | | | |
| 4 | 70014694-01-WSP-PO1-X-DR-HI-0100-02 | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | What are the passenger numbers at the stop west of Rayleigh Court? | | | |
| 5 | 70014694-01-WSP-PO1-X-DR-HI-0100-03 | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | Please can the design of the Hawks Road junction be provided along with the proposed Method of Control when reviewed. Unclear how northbound cycles transition across the carriageway | | | |
| 6 | 70014694-01-WSP-PO1-X-DR-HI-0100 | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | How do cycles transition between the carriageway and on footway cycle tracks (numerous locations)? | | | |
| 7 | 70014694-01-WSP-PO1-X-DR-HI-0100 | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | A 0.5m buffer zone is required between the kerb face and cycle track. | | | |
| 8 | 70014694-01-WSP-PO1-X-DR-HI-0100-04 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | Numerous lighting columns and posts in proposed cycle track. Are these being relocated? What is the effective footway width between wall and posts? | | | |
| 9 | 70014694-01-WSP-PO1-X-DR-HI-0100-05 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | East of Cambridge Grove Rd - Overlapping opposing bus stops are not ideal, especially as there is not an adjacent traffic lane to allow overtaking. What are the bus frequencies for these bus stops and the likelihood both east and westbound buses stop at the same time? How will this affect network resilience? | | | |
| 10 | 70014694-01-WSP-PO1-X-DR-HI-0100-05 | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | As stated in LTN 1/20 and LCDS (4.3.4), light segregation wands should be inside the mandatory cycle lane. Positioning the wands on the line also impacts on the enforceability of the mandatory cycle lane. | | | |

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| 11 | 70014694-01-WSP-PO1-X-DR-HI-0100-05 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | Wands seem to be positioned over driveways. Has consideration been given as to how emergency vehicles can pass congested traffic, especially where carriageway widths are narrow / near refuge islands. Wand spacings of 8m have been accepted by the emergency services as an acceptable width to allow ambulances to access kerbside and use the lift. | | | |
| 12 | 70014694-01-WSP-PO1-X-DR-HI-0100-05-06 | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | No light segregation is shown between Waters Road and Dickerage Lane although lane widths appear to permit installation. Is this a drawing error? | | | |
| 13 | 70014694-01-WSP-PO1-X-DR-HI-0100-05-07 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | Has drainage been considered with the raised cycle tracks? | | | |
| 14 | 70014694-01-WSP-PO1-X-DR-HI-0100 - All Sheets | S1-P01 | GO CYCLE EASTERN ROUTE | Andy McMurdo (TfL Engineering) | 29/01/2021 | Is the cycle track flush with the footway where loading bays are shown? How often are these bays occupied? | | | |
| 15 | 70014694-01-WSP-PO1-X-DR-HI-0100-06-10 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | Bus Stop text oriented the wrong way (numerous locations) | | | |
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| 17 | 70014694-01-WSP-PO1-X-DR-HI-0100-06-08 | S1-P01 | GO CYCLE EASTERN ROUTE | Richard Pink (TfL Engineering) | 01/02/2021 | Tactile paving missing from proposed zebra crossings | | | |
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Gemma Jacob

From: Simon O'Connell
Sent: 02 February 2021 11:35
To: [REDACTED]
Subject: FW: Sponsor Review - Cambridge Road Cycle Scheme
Attachments: 210129 LSP SR Cambridge Road.xlsx

Hi [REDACTED]

Please see attached and below, comments on the Cambridge Road design.

I am starting to get concerned that regardless of the work we did back in late 2019 where we sought to persuade Neringa from buses that the bus lane removal proposal will come under fresh scrutiny, given our experience with Ewell Road, I think we will need to be prepared to be challenged on this. Im fairly sure last time Andrew Hinde did some LINSIG modelling for us to prove that the impact will not be as significant as buses were claiming. I don't think [REDACTED] has flagged any particular concerns as he did with Ewell Road, but that was to do with TM I believe, in the early stages of the build. I think it was Paras Shah who lead on the Buses side at the RSPG?

Best Regards
Simon

From: Pink Richard (Engineering) [REDACTED]@tfl.gov.uk>
Sent: 02 February 2021 10:21
To: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>
Cc: McMurdo Andy (Engineering) <[REDACTED]@tfl.gov.uk>
Subject: Sponsor Review - Cambridge Road Cycle Scheme

Hi Simon

I have attached the Sponsor Review for Cambridge Road Cycle Scheme.

In general this design requires more detail as to how cycles transition from the carriageway to the footway at numerous locations and how vehicles access loading bays. The other main concern is this design removes all existing bus lanes along this link, so have TfL buses been informed of these designs?

Any questions, let us know

Thanks

Richard Pink

Engineer

TfL Engineering

 **TRANSPORT FOR LONDON**

TfL Engineering | Highways and Traffic

Palestra House | 3rd floor – Zone Y2 | I97 Blackfriars Road | London SE1 8NJ

Tel: +[REDACTED] A: [REDACTED] | E: [REDACTED]@tfl.gov.uk

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Gemma Jacob

From: [REDACTED]
Sent: 01 June 2021 10:08
To: Simon O'Connell
Subject: Fwd: FW: Kingston New Malden - Updated Initial Design
Attachments: 70014694-01-WSP-P01-X-DR-HI-0100.pdf

Hi Simon,

Please find enclosed the Cambridge 2D design for your information and review.

Best regards

[REDACTED]
Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone [REDACTED]



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The population is growing, but the spaces for travelling around are not. So we need to be smart and creative about transport to keep Kingston moving for a bright and prosperous future.

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----- Forwarded message -----

From: [REDACTED] <[REDACTED]@wsp.com>
Date: Tue, 1 Jun 2021 at 10:05
Subject: FW: Kingston New Malden - Updated Initial Design
To: [REDACTED] <[REDACTED]@kingston.gov.uk>

[REDACTED]
Principal Engineer
[REDACTED]

T+ [REDACTED]
M+ [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 31 March 2021 15:55
To: [REDACTED] <[REDACTED]@wsp.com>; [REDACTED] <[REDACTED]@wsp.com>; [REDACTED] <[REDACTED]@fmconway.co.uk>
Cc: [REDACTED] <[REDACTED]@wsp.com>; [REDACTED] <[REDACTED]@wsp.com>; [REDACTED] <[REDACTED]@fmconway.co.uk>
Subject: Kingston New Malden - Updated Initial Design

Hi [REDACTED],

Please find attached again updated initial design for the whole route, this will be the basis for Road Safety Audit, so please let us know if you have any final comments.

Kind regards,

[REDACTED]

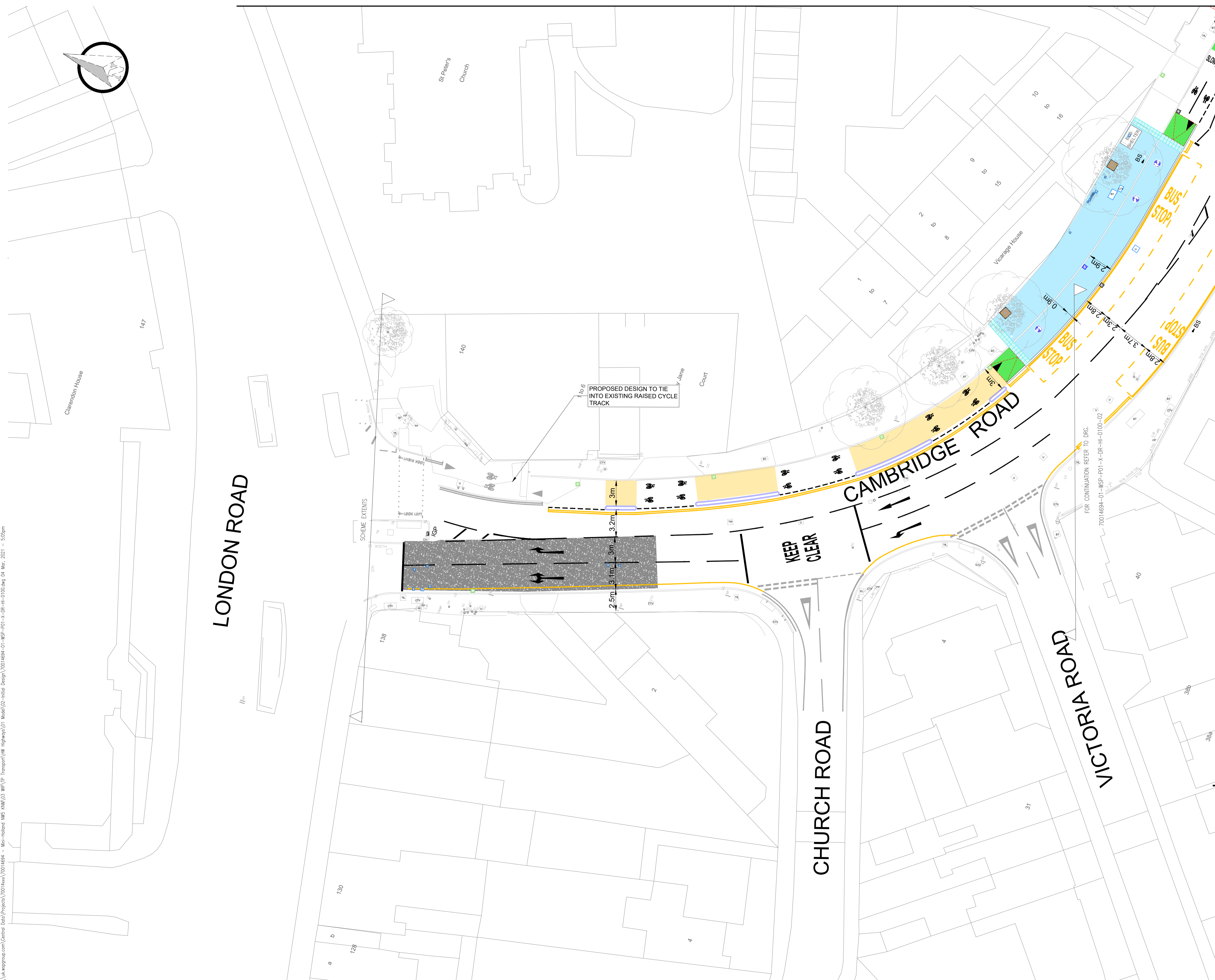
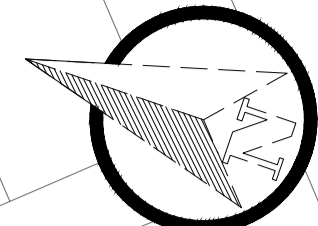
Your message is ready to be sent with the following file or link attachments:

70014694-01-WSP-P01-X-DR-HI-0100.pdf

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Disclaimers apply, for full details see : (<https://www.kingston.gov.uk/email-disclaimer>)



- KEY**
- PROPOSED SEGREGATED CYCLE TRACK
 - PROPOSED LIGHT SEGREGATED CYCLE TRACK
 - PROPOSED CYCLE AND PEDESTRIAN SHARED AREA
 - PROPOSED ANTI-SKID SURFACE DRESSING ON HRA CARRIAGEWAY
 - PROPOSED TREE PIT FOR EXISTING TREE
 - PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 - PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED
 - PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS
 - PROPOSED 125x255mm BULL NOSED CONCRETE KERB
 - PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER
 - PROPOSED 200x200x60mm CYCLE DEMARCATION PAVING
 - PROPOSED YELLOW LINE MARKING
 - PROPOSED WHITE LINE MARKING
 - PROPOSED LOADING/PARKING BAY
 - PROPOSED CYCLE WANDS
 - PROPOSED MILESTONE 500mm WIDE
 - PROPOSED TRAFFIC SIGNAL (SIGNAL POLE TO BE INSTALLED BY TFL)
 - PROPOSED BELISHA BEACON
 - PROPOSED BUS STOP FLAG
 - PROPOSED ILLUMINATED GUIDE POST
 - PROPOSED BOLLARD WITH NEW SIGN
 - PROPOSED CYCLEMASTER BOLLARD
 - PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED
 - EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
 - EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL
 - EXISTING SERVICE COVER TO BE RELOCATED
 - EXISTING SERVICE COVER
 - EXISTING UTILITY CABINET
 - EXISTING GULLY
 - EXISTING GRANITE KERB
 - EXISTING LINE MARKING
 - EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED.
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| S2-P01 | 04.03.2021 | AOS | INITIAL ISSUE | | |
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| REV | DATE | BY | DESCRIPTION | CHK | APP |
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DRAWING STATUS

INITIAL DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 01 OF 10

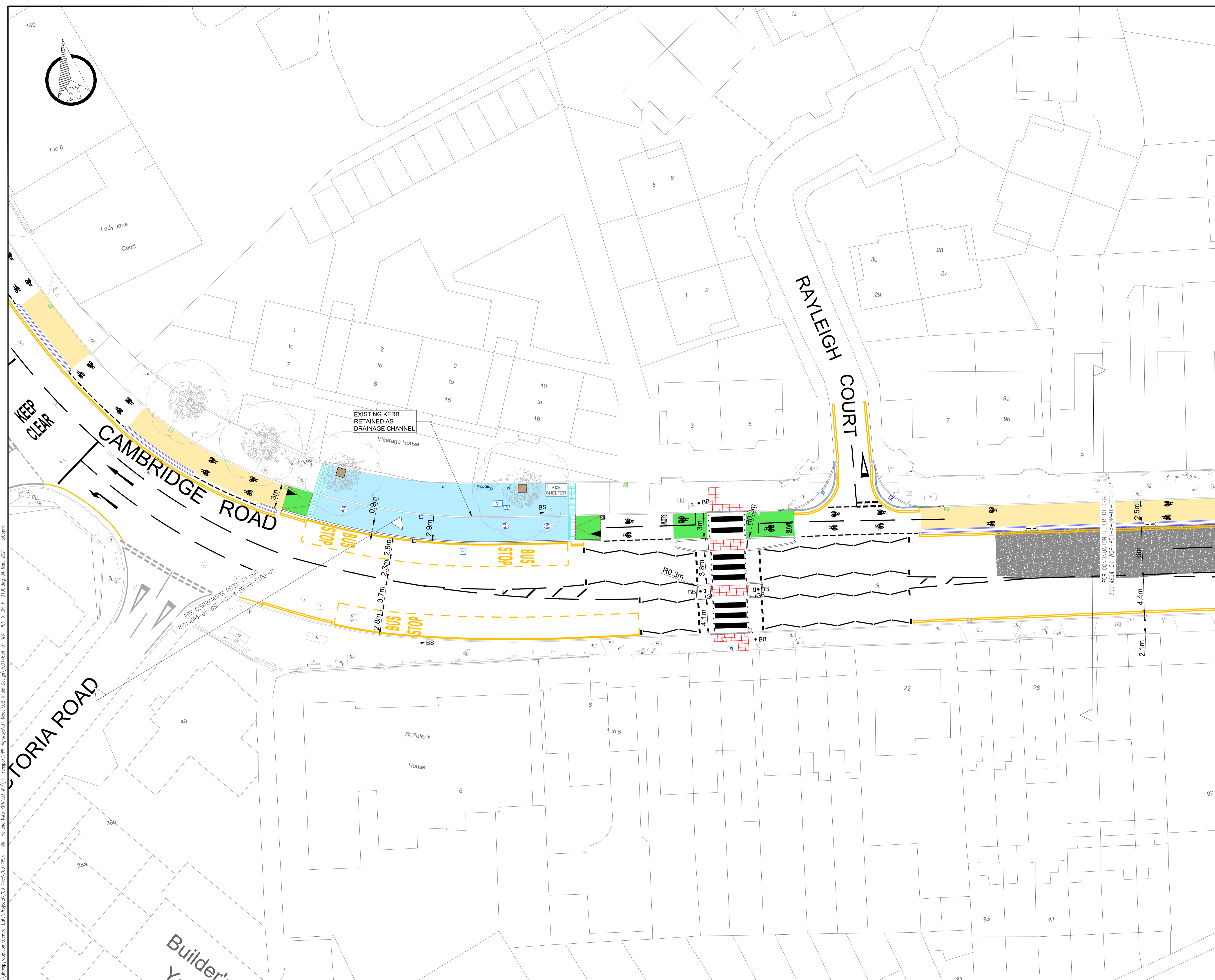
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| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 14.02.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. **70014694**

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| DRAWING No. | REV |
| 70014694-01-WSP-P01-X-DR-HI-0100-01 | S2-P01 |

\\uk-wspgroup.com\Central Data\Projects\70014694 - Mid-Holand NMS 50M\US WSP\T Transport\HW Highways\1 Model\CS-Initial Design\70014694-01-WSP-P01-X-DR-HI-0100.dwg 04 Mar 2021 - 5:05pm

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DRAWING STATUS: **INITIAL DESIGN**

wsp

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+44 (0) 207 314 5000, F+44 (0) 207 314 5111
wsp.com

PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES

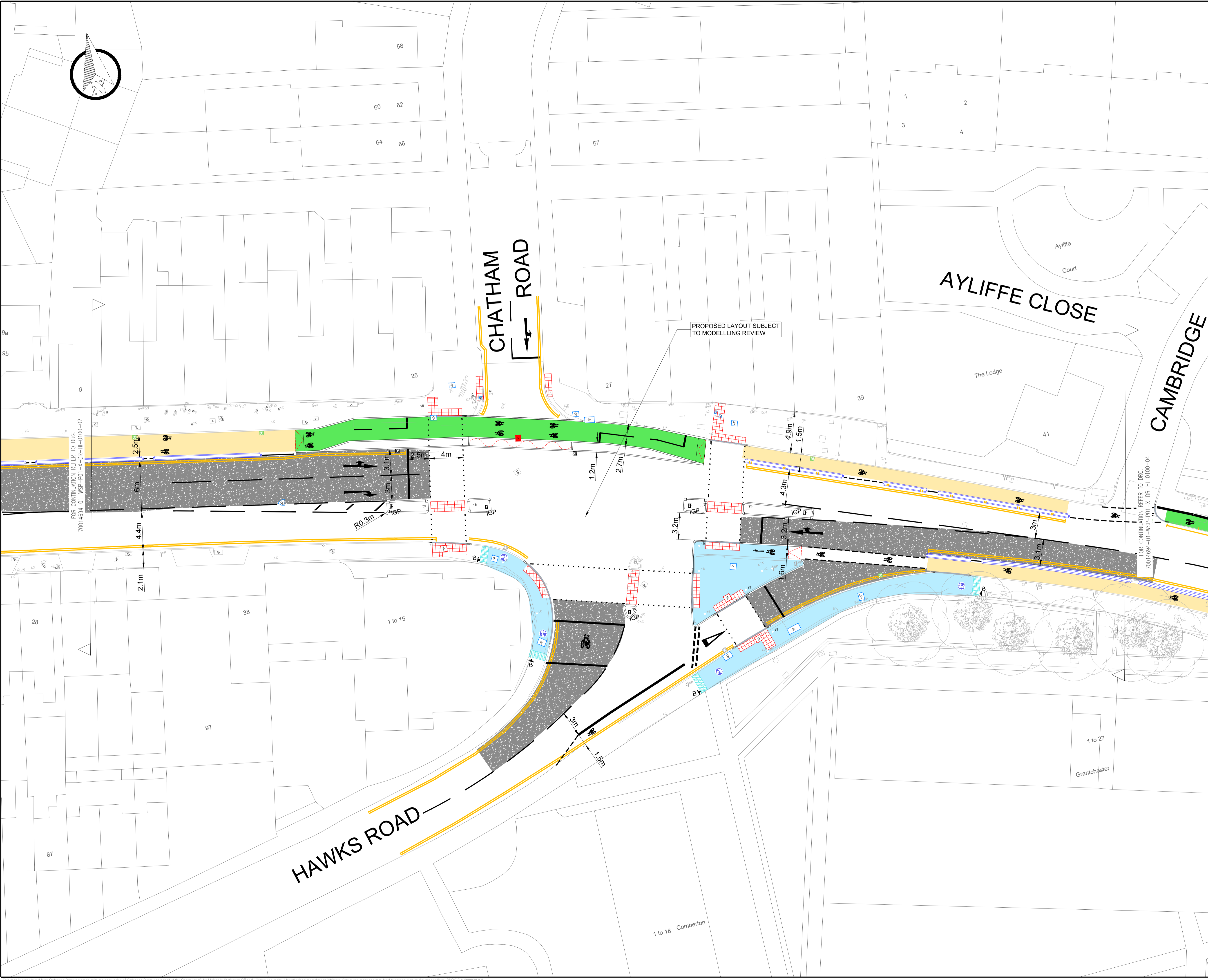
TITLE: GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 02 OF 10

| | | | | | |
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| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 14.02.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. 70014694

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|-------------------------------------|--------|
| DRAWING No. | REV |
| 70014694-01-WSP-P01-X-DR-HI-0100-02 | S2-P01 |

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- KEY**
- PROPOSED SEGREGATED CYCLE TRACK
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 - PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED
 - PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS
 - PROPOSED 125x255mm BULL NOSED CONCRETE KERB
 - PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER
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DRAWING STATUS

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PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES

TITLE

GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT

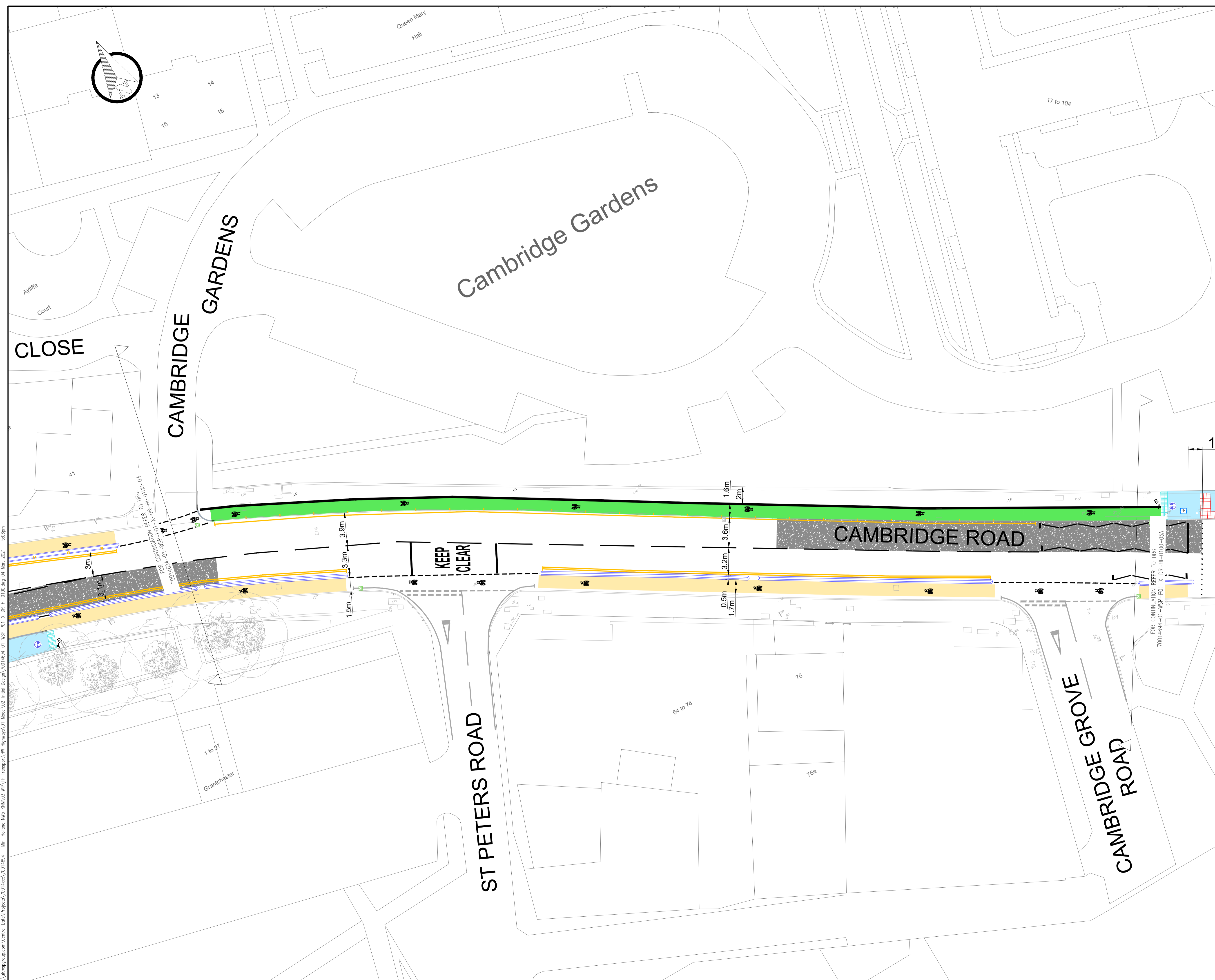
SHEET 03 OF 10

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WSP PROJECT NO. **70014694**

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| DRAWING No. 70014694-01-WSP-P01-X-DR-HI-0100-03 | REV. S2-P01 |
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PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES

TITLE: GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 04 OF 10

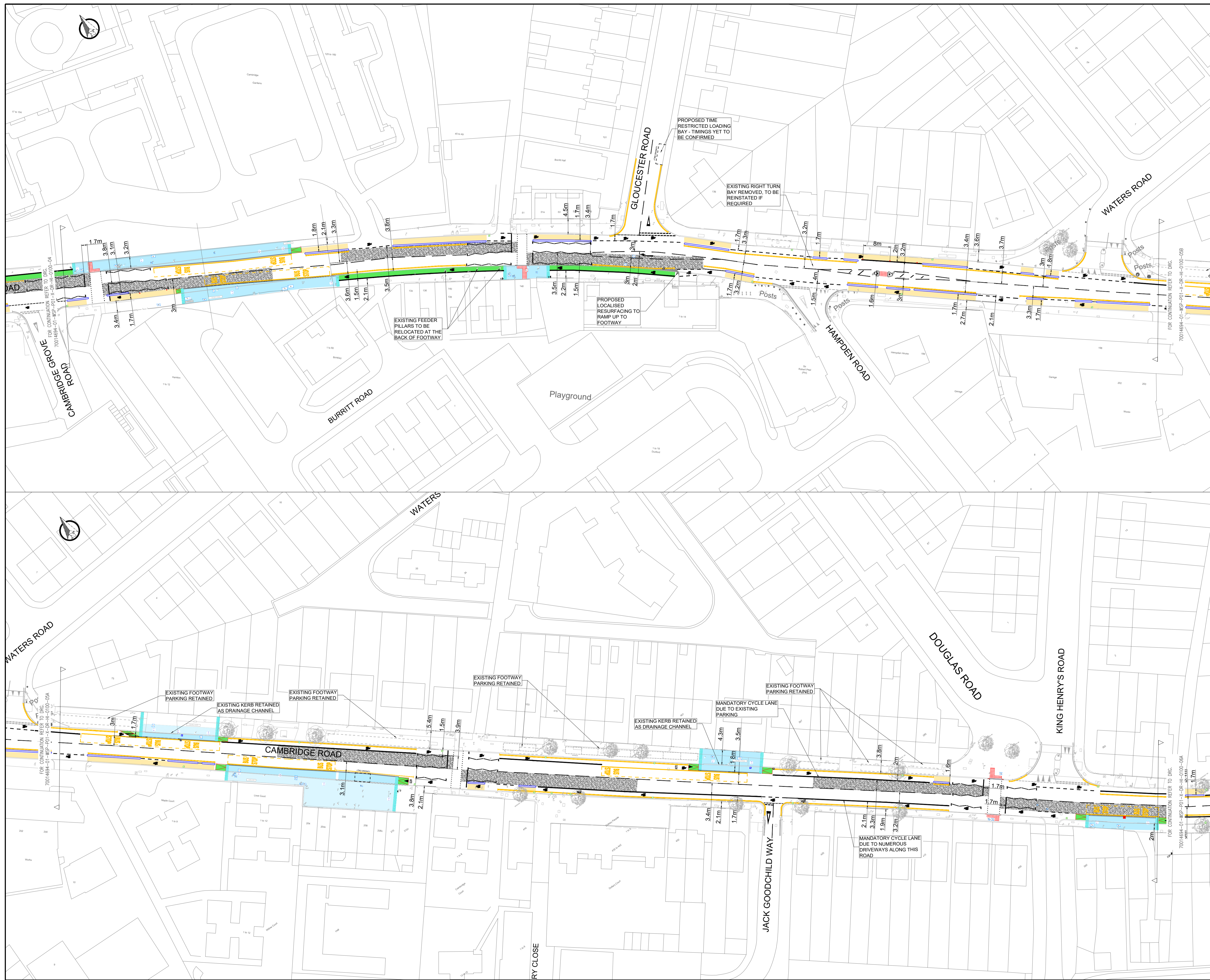
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WSP PROJECT NO. **70014694**

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| 70014694-01-WSP-P01-X-DR-HI-0100-04 | S2-P01 |

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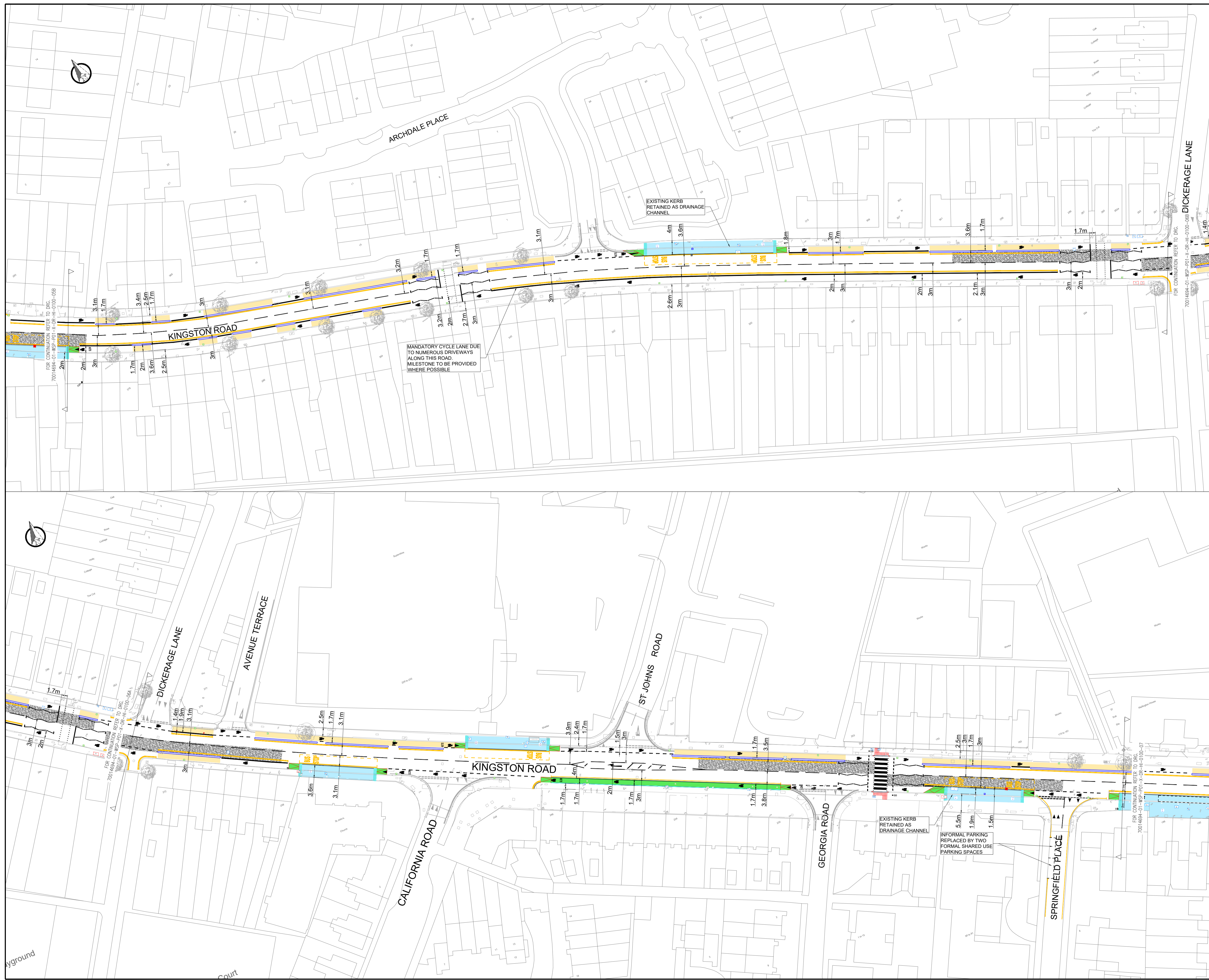
PROJECT: **ROYAL BOROUGH OF KINGSTON UPON THAMES**

TITLE: **GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 05 OF 10**

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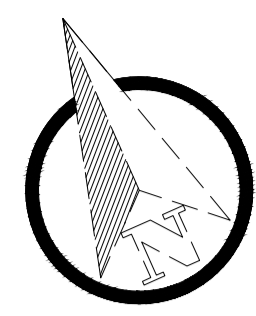
PROJECT: **ROYAL BOROUGH OF KINGSTON UPON THAMES**

TITLE: **GO CYCLE EASTERN ROUTE
 GENERAL ARRANGEMENT
 SHEET 06 OF 10**

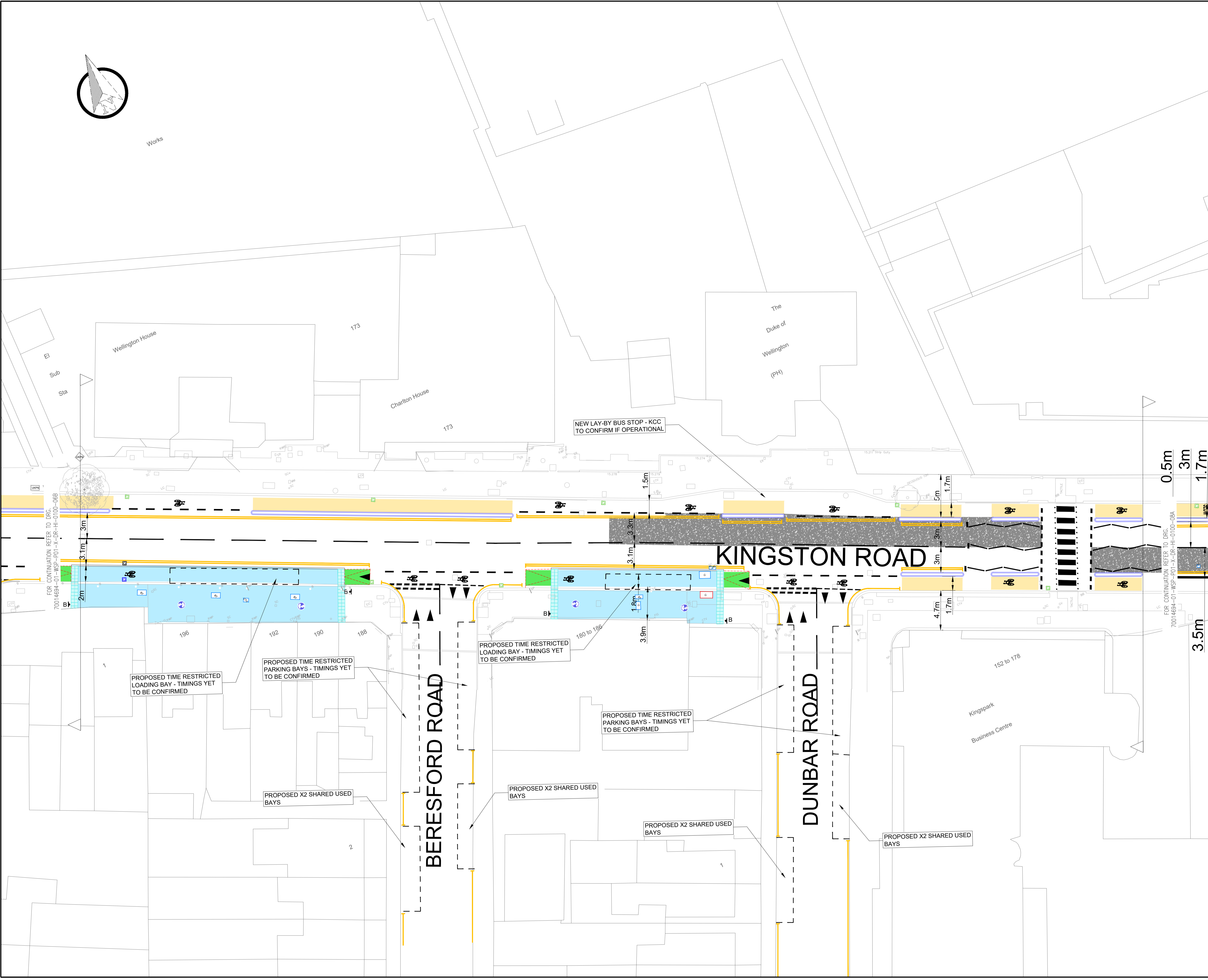
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FOR CONTINUATION REFER TO DRG. 70014694-01-WSP-P01-X-DR-HI-0100-06B

FOR CONTINUATION REFER TO DRG. 70014694-01-WSP-P01-X-DR-HI-0100-08A

PROPOSED TIME RESTRICTED LOADING BAY - TIMINGS YET TO BE CONFIRMED

PROPOSED TIME RESTRICTED PARKING BAYS - TIMINGS YET TO BE CONFIRMED

PROPOSED TIME RESTRICTED LOADING BAY - TIMINGS YET TO BE CONFIRMED

PROPOSED TIME RESTRICTED PARKING BAYS - TIMINGS YET TO BE CONFIRMED

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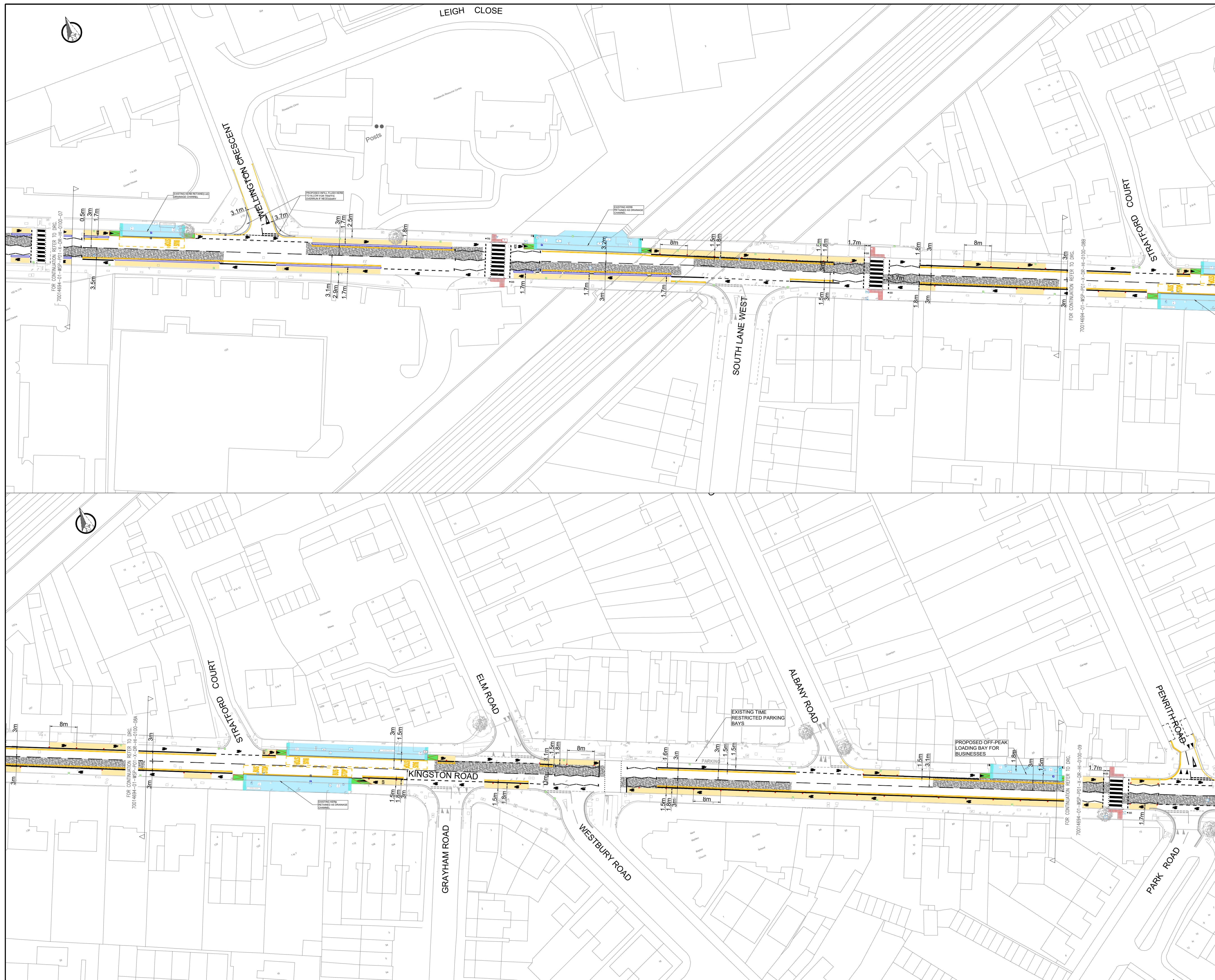
PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES

TITLE: GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 07 OF 10

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| 70014694-01-WSP-P01-X-DR-HI-0100-07 | S2-P01 |



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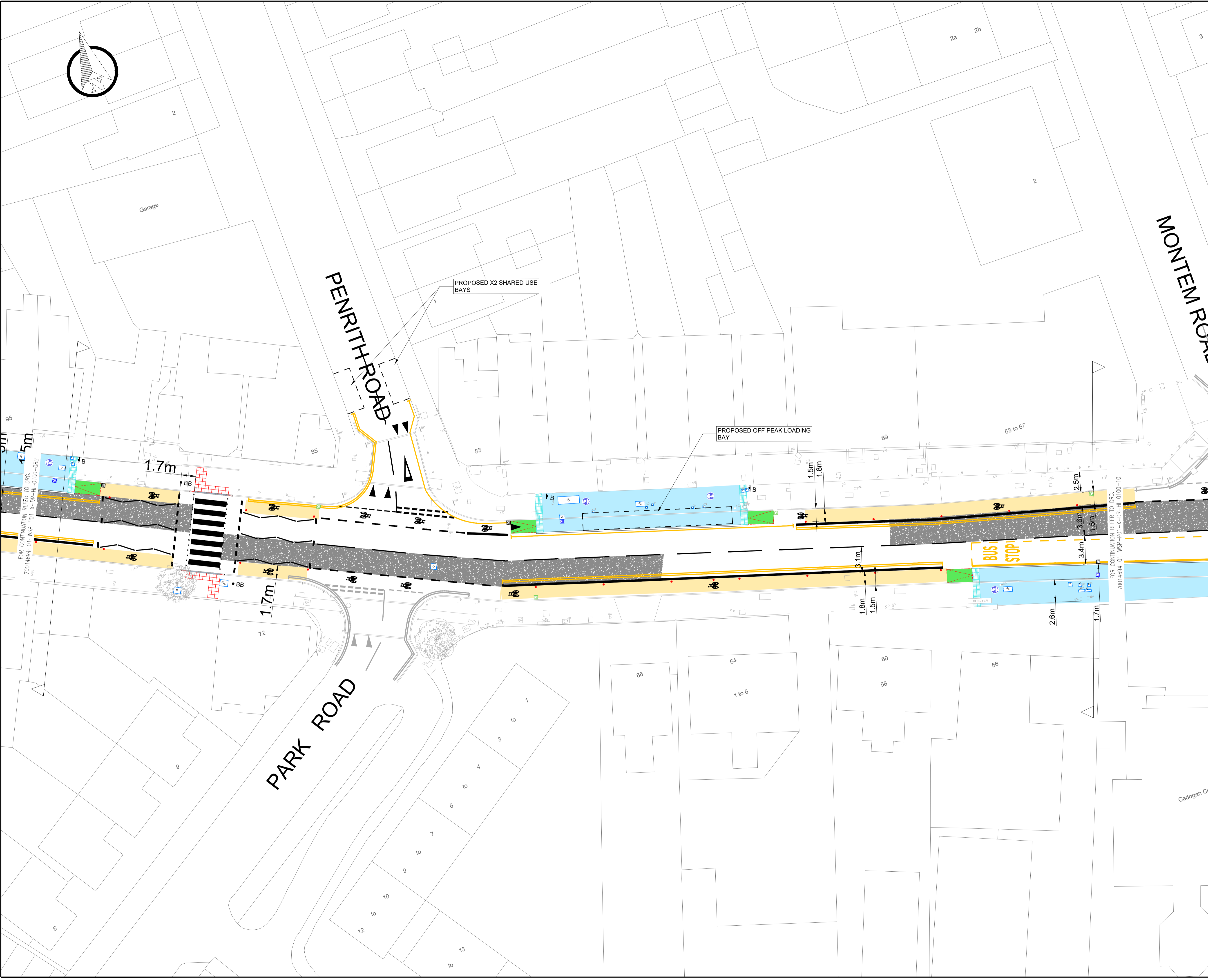
PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES

TITLE: GO CYCLE EASTERN ROUTE
 GENERAL ARRANGEMENT
 SHEET 08 OF 10

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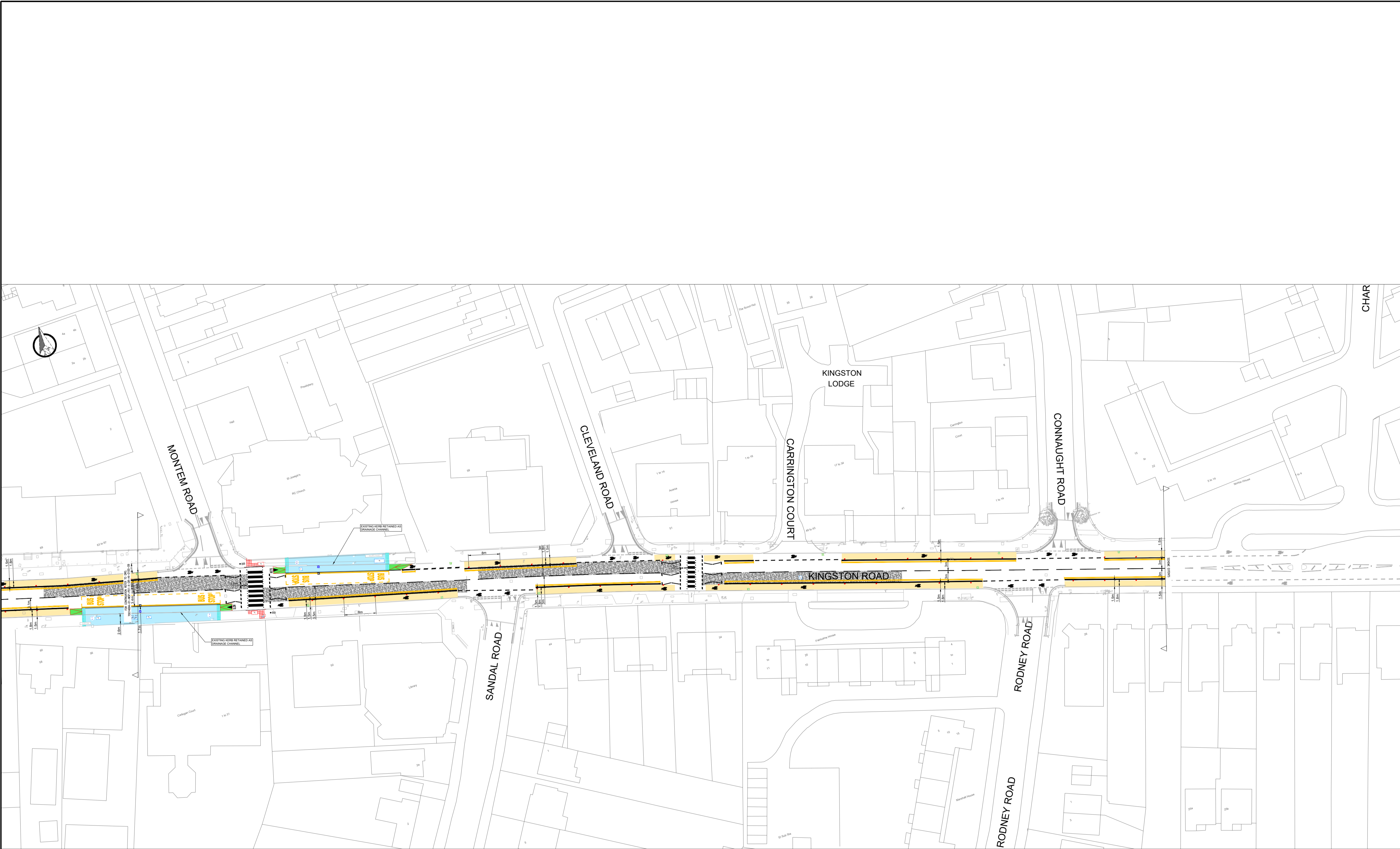
PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES

TITLE: GO CYCLE EASTERN ROUTE
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 SHEET 09 OF 10

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WSP PROJECT NO. 70014694

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| 70014694-01-WSP-P01-X-DR-HI-0100-09 | S2-P01 |



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 - PROPOSED CYCLE AND PEDESTRIAN SHARED AREA
 - PROPOSED ANTI-SKID SURFACE DRESSING ON HRA CARRIAGEWAY
 - PROPOSED TREE PIT FOR EXISTING TREE
 - PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 - PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED
 - PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS
 - PROPOSED 125x255mm BULL NOSED CONCRETE KERB
 - PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER
 - PROPOSED 200x200x60mm CYCLE DEMARCATION PAVING
 - PROPOSED YELLOW LINE MARKING
 - PROPOSED WHITE LINE MARKING
 - PROPOSED LOADING/PARKING BAY
 - PROPOSED CYCLE WANDS
 - PROPOSED MILESTONE 500mm WIDE
 - TS PROPOSED TRAFFIC SIGNAL (SIGNAL POLE TO BE INSTALLED BY TFL)
 - BB PROPOSED BELISHA BEACON
 - BS PROPOSED BUS STOP FLAG
 - IGP PROPOSED ILLUMINATED GUIDE POST
 - B PROPOSED BOLLARD WITH NEW SIGN
 - PROPOSED CYCLEMASTER BOLLARD
 - PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED
 - EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
 - EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL
 - EXISTING SERVICE COVER TO BE RELOCATED
 - EXISTING SERVICE COVER
 - EXISTING UTILITY CABINET
 - EXISTING GULLY
 - EXISTING GRANITE KERB
 - EXISTING LINE MARKING
 - EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED
 - EXISTING GULLY FRAME AND COVER TO BE RAISED / LOWERED TO SUIT NEW LEVELS

| | | | | | |
|--------|------------|-----|---------------|--|--|
| S2-P01 | 04.03.2021 | AOS | INITIAL ISSUE | | |
|--------|------------|-----|---------------|--|--|

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|-----|------|----|-------------|-----|-----|
|-----|------|----|-------------|-----|-----|

DRAWING STATUS: **INITIAL DESIGN**

wsp

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

PROJECT: **ROYAL BOROUGH OF KINGSTON UPON THAMES**

TITLE: **GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 10 OF 10**

| | | | | | |
|------------|------------|--------------|---------|----------|-------|
| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:500 | 14.02.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. **70014694**

| | |
|--|---------------|
| DRAWING No. | REV |
| 70014694-01-WSP-P01-X-DR-HI-0100-10 | S2-P01 |

Gemma Jacob

From: [REDACTED] [REDACTED]@kingston.gov.uk>
Sent: 22 June 2021 08:16
To: Simon O'Connell
Cc: [REDACTED] Darek Podwiazka
Subject: Re: Cambridge Road: Portal allocations

Simon, Darek,

Can you confirm the allocations that have been set aside for NW5 - Cambridge Avenue and NW6 Ewell Road for 2021/22? My view is that NW5 = £1.2m, with nothing yet firmed up for NW6.

[REDACTED]

[REDACTED] (External Consultant)

Royal Borough of Kingston upon Thames

2nd Floor | Guildhall 2 | High Street | Kingston upon Thames | Surrey | KT1 1EU

Email: [REDACTED]@kingston.gov.uk

Email: [REDACTED]@sk9consulting.com

Mobile: [REDACTED]



The population is growing, but the spaces for travelling around are not. So we need to be smart and creative about transport to keep Kingston moving for a bright and prosperous future.

www.kingston.gov.uk/go

On Mon, 7 Jun 2021 at 16:27, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

Thanks, keeping busy as always!

We currently have £200k allocated to 2020/21, but nothing for 2021/22, where we have authority for £1.2m for the majority of the build for Cambridge Road in this year. We need to ensure also that the scheme is extended into 21/22.

We currently do not have authority for any funding for Ewell Road in 21/22. I am hoping that this will change in the coming weeks since a new deal has been announced.

Many Thanks

Simon

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Sent: 07 June 2021 16:10
To: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@kingston.gov.uk>; Podwiazka Darek
Subject: Re: Cambridge Road: Portal allocations

Simon,

Good to hear from you again, hope all well at TfL.

I have added in an application request on the portal for £200k for 21/22 for NW5 - Cambridge Road, this would take the whole life cost and budget to c.£1.4m, I'll check in RBK who approves internally as we've had a bit of staff churn post covid. I previously submitted an allocation request for £800k for NW6 Ewell Rd. If other funding becomes available I'll submit further allocations via the portal.

[REDACTED]

[REDACTED] (External Consultant)

Royal Borough of Kingston upon Thames

2nd Floor | Guildhall 2 | High Street | Kingston upon Thames | Surrey | KT1 1EU

Email: [REDACTED]@kingston.gov.uk

Email: [REDACTED]@sk9consulting.com

Mobile: [REDACTED]



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www.kingston.gov.uk/go

On Mon, 7 Jun 2021 at 14:41, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

I have just been checking through Kingston's portal entries; Can you please check that the Cambridge Road scheme is extended into 2021/22.

As you know there was £200k for 2020/21, but as we are well into the new FY, we need to ensure that this is increased to a total of £1.4m for the life of the scheme which is what we currently have authority for. Please let me know when this has been actioned, and I can then manage the allocation to ensure that there are funds to VOWD on the scheme for this FY.

Many Thanks

Simon

Simon O'Connell [REDACTED]

Principal Sponsor

Network Sponsorship - Greenwich

Investment Delivery Planning

Phone: [REDACTED]

Floor 4 Blue, Palestra, 197 Blackfriars Rd, London SE1 8NJ | [REDACTED] tfl.gov.uk



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Gemma Jacob

From: [REDACTED]
Sent: 02 June 2021 08:48
To: Simon O'Connell
Subject: Re: Cambridge Road RSA
Attachments: Kingston to New Malden Ph1 S12RSA Final 18_05_21.pdf

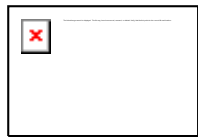
I do have phase 1 please see enclosed

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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www.kingston.gov.uk/go

On Wed, 2 Jun 2021 at 08:46, [REDACTED] <[REDACTED]@kingston.gov.uk> wrote:

Its coming...

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme

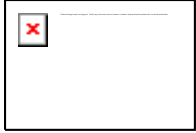
**NEW LONDON
AWARDS 2017**

**NEW LONDON
AWARDS 2017**

WINNER

COMMENDED

Telephone : [REDACTED]



Visit us at www.kingston.gov.uk/go for further information

The population is growing, but the spaces for travelling around are not. So we need to be smart and creative about transport to keep Kingston moving for a bright and prosperous future.

www.kingston.gov.uk/go

On Tue, 1 Jun 2021 at 16:48, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

Do we have an up to date RSA for Cambridge Road?

Many Thanks

Simon

Simon O'Connell [REDACTED]

Road Safety Audit Certificate of Competency

Sponsor- Mini Hollands | Investment Delivery Planning

Phone: [REDACTED]

Floor 4 Blue, Palestra, 197 Blackfriars Rd, London SE1 8NJ | [REDACTED]@tfl.gov.uk



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Go Cycle – Kingston to New Malden Phase 1

Road Safety Audit – Stage 1/2

Produced for
Royal Borough of Kingston

Road Safety Audit – Stage 1/2

Document Reference: 60585813-NW5.2 CAM-REP-0003

TASK ORDER:

Issued: May 2021



Prepared by: [Redacted]
[Redacted]
Senior Engineer, AECOM
Road Safety Audit Team Leader

Verified by: [Redacted]
[Redacted]
Principal Engineer, AECOM

Checked by: [Redacted]
[Redacted]
Senior Consultant, AECOM
Road Safety Audit Team Member

| Rev No | Comments | Written by | Checked by | Verified by | Date |
|--------|---------------|------------|------------|-------------|------------|
| 0 | Initial Issue | IB | BB | AA | 04/05/2021 |

AECOM House, Sunley House, 4 Bedford Park, Croydon, Surrey, CR0 2AP
Telephone: [Redacted] Website: <http://www.aecom.com>

Job No: 60585813

Reference: 6747R

Date Created: April 2021

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1 Introduction

- 1.1.1 This report results from a Combined Stage 1&2 Road Safety Audit carried out on the proposals for Cambridge Road between its junctions with London Road and Hawks Road, in association with the 'Go Cycle' Eastern Route. The audit was carried out at the request of the Royal Borough of Kingston.
- 1.1.2 The report indicates each of the problems identified together with recommendations to solve or mitigate the problems, the Audit Team Statement and a schedule of documents reviewed.
- 1.1.3 The members of the Audit Team were:
- I Batcock
Senior Engineer, AECOM
 - B Beg
Senior Consultant, AECOM
- 1.1.4 The audit took place during April and May 2021. The audit comprised of an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied, the Audit Team visited the site of the proposals on Thursday 22 April 2021. The audit was undertaken during the late afternoon between 5:30pm and 7:30pm. Weather conditions during the site visit were fine and bright with a dry carriageway surface. Traffic flows during the site visit were low to moderate. Pedestrian and cycle flows were low during this period.
- 1.1.5 A2043 Cambridge Road is a single carriageway two-way road, which runs northwest southeast from A308 London Road to Boundary Close, and forms part of the route between Kingston and New Malden. Cambridge Road forms traffic signal-controlled junctions with London Road and Hawks Road. There are controlled crossings present across each arm of the Hawks Road junction. Similarly, there are staggered pedestrian crossings across each arm of the London Road junction, but a separate cycle crossing is present between the cycle track on the northern side of London Road and the eastern side of Cambridge Road. Cambridge Road supports bus routes, with bus stops for northbound and southbound services between the junctions with Victoria Road and Rayleigh Court.
- 1.1.6 Land use in the area is residential with shops and commercial properties on London Road and on Cambridge Road near the Hawks Road junction. Cambridge Road is subject to a 30mph speed limit.
- 1.1.7 A system of street lighting is present, which was not observed during the hours of darkness.
- 1.1.8 The proposals will improve conditions for cyclists using this route between Kingston and New Malden as part of the 'Go Cycle' Eastern Route. The Phase 1 works on Cambridge Road comprise of:
- A section of two-way cycle track will be provided on the north eastern side of Cambridge Road to connect into the existing facility at the London Road junction, and terminate prior to the Hawks Road signal-controlled junction;
 - The uncontrolled crossing via central refuge on Cambridge Road near the Rayleigh Court junction will be replaced with a Zebra crossing. Separate traffic islands will be provided for the two-way carriageway and between the cycle track and the carriageway;
 - The bus stop for southbound services on Cambridge Road will be adapted to accommodate the two-way cycle track;
 - A system of upright signs and road markings will be provided in association with the Phase 1 works.

- 1.1.9 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.
- 1.1.10 This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure SQA-0170 dated May 2014. Safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in Section 4 of this report.
- 1.1.11 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.1.12 In accordance with TfL Procedure SQA-0170 dated May 2014, this Audit has a maximum shelf life of 2 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.1.13 Unless general to the scheme, all comments and recommendations are referenced to the drawings supplied in the audit brief and the locations have been indicated on the plans located in Appendix B.
- 1.1.14 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 5 of this Audit report, a copy of which must be returned to the Audit Team.
- 1.1.15 No departures from standards have been notified to the Audit Team on the proposals.
- 1.1.16 All traffic sign and road marking diagram number references are made to The Traffic Signs Regulations and General Directions, 2016 (TSRGD).
- 1.1.17 The locations of any problems will be shown in conjunction with the drawings provided with the audit brief in Appendix B where the reference numbers will relate to problems identified in this report.

2 Items Outstanding from Previous Road Safety Audits

- 2.1 The auditors have been provided with a copy of a previous Stage 1 Road Safety Audit. The Road Safety Audit was carried out by AECOM (SA Ref: 60585813-CEN16.1 CAM-REP-0002) during March 2020, for the entire Go Cycle Eastern Route between Kingston and New Malden. The Designer's response and the Client's comments have not been added to the report.
- 2.2 The scheme has been split into two phases. The scope for the Phase 1 part of the scheme has altered since this previous Stage 1 Road Safety Audit was carried out. The Phase 1 works will therefore be subject to a combined Stage 1&2 Road Safety Audit.

3 Items Resulting from the Combined Stage 1&2 Road Safety Audit

3.1.1 The following Problems have been identified from the documents submitted:

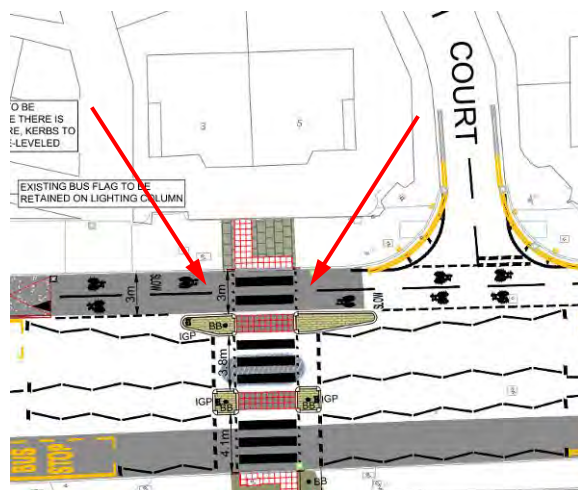
CYCLE FACILITIES:

Problem: 3.1

Location: Cambridge Road: Zebra crossing

Drawing: K-KNM-P1-70014694-01-0100-02 Rev S3-P02

Summary: There are no give-way lines shown on the drawing for the Zebra crossing across the two-way cycle track, which could leave a pedestrian attempting to cross more vulnerable to conflict with a cyclist that fails to stop



Description:

A Zebra crossing will be provided across Cambridge Road to replace the uncontrolled crossing near the Rayleigh Court junction. The crossing will extend across the two-way cycle track.

There is no indication that give-way lines will be provided for the Zebra crossing across the two-way cycle track. Despite the use of 'Slow' road markings, there is concern that a cyclist may fail to stop for the crossing when required to do so, which could lead to a collision between a crossing pedestrian and an errant cyclist.

Recommendation:

It is recommended that give-way lines are provided with the Zebra crossing across the two-way cycle track.

Design Organisation Response

Rejected

Disagree with audit team. The London Cycling Design Standards (6.2.3 Give Way Markings) states that give way markings cannot be used where cyclists should give way to pedestrians therefore, we have omitted the need for give way lines between the crossing pedestrians and cyclists.

The inclusion of the 'SLOW' road markings with the belisha beacons provide visual sufficient barriers between cyclists and pedestrians approaching the zebra crossing.

Client Organisation Response

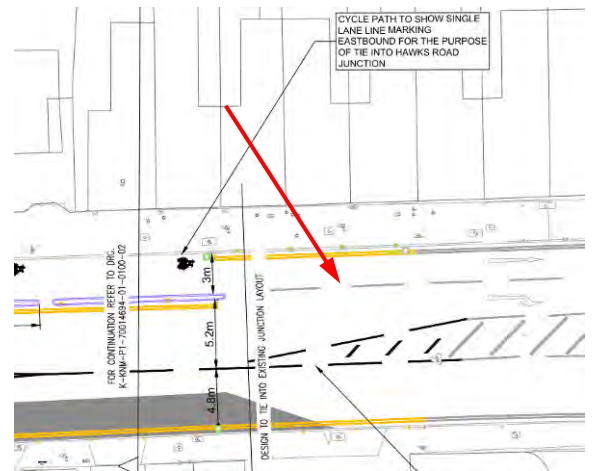
Noted

Problem: 3.2

Location: Cambridge Road: End of cycle route

Drawing: K-KNM-P1-70014694-01-0100-03 Rev S3-P02

Summary: Southbound cyclists leaving the end of the cycle track to re-join the carriageway could be more vulnerable to conflict with a vehicle moving to the nearside to negotiate the Hawks Road junction



Description:

The two-way cycle track on Cambridge Road will terminate prior to the signal-controlled junction with Hawks Road. The temporary road layout requires southbound cyclists to re-join the carriageway to negotiate the junction. There is no indication who has right of way where the cycle track re-joins the southbound traffic lanes. A southbound cyclist may continue without regard for a following vehicle(s), which could lead to a vehicle moving to the nearside lane to negotiate the junction more vulnerable to colliding with a cyclist that fails to give-way at the end of the track.

Recommendation:

It is recommended that a give-way line and a give-way 'triangle' road marking is provided at this southern end of the cycle track to encourage cyclists to give way to southbound motor vehicles approaching the junction.

Design Organisation Response

Accepted

Agree with audit team. Temporary give-way lines and a give-way 'triangle' have been added to reduce potential conflict with vehicle traffic moving into the kerb side lane.

Client Organisation Response

Noted

4 Issues identified during the Road Safety Audit that are outside the terms of reference

4.1.1 Issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. These issues could include maintenance items that may require attention, operational issues, or existing poor provision. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

Issue: 4.1



Location: Cambridge Road Northbound Cyclists
K-KNM-P1-70014694-01-0100-03 Rev S3-P02

Reason considered to be outside the Terms of Reference: Poor Provision that might affect the safety of cyclists

The proposed two-way cycle track on Cambridge Road will terminate prior to the Hawks Road traffic signal-controlled junction. Southbound cyclists are required to re-join the carriageway.

There is no indication on the drawing of how northbound cyclists on Cambridge Road can join the two-way cycle track. The road layout implies that northbound cyclists negotiating the junction must continue north on-carriageway towards London Road. There is concern that some northbound cyclists may weave across the northbound and southbound traffic lanes to reach the southern end of the cycle track, which could leave them vulnerable to conflict with a following or an on-coming vehicle.

The Highway Authority may wish to see that, as a temporary measure until Phase 2 of the works is completed, northbound cyclists are directed to a right turning lane at the junction with Rayleigh Court; in order for northbound cyclists to join the two-way cycle track.

Design Organisation Response

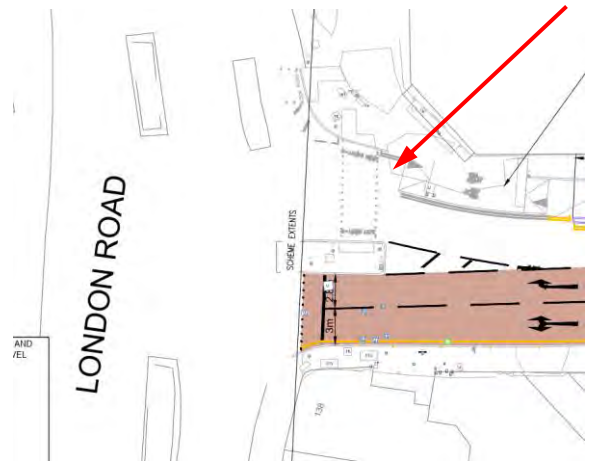
Accepted

Agree with audit team. Temporary signage guiding northbound cyclists to turn right before the zebra crossing into Rayleigh Ct is proposed to be installed on the existing lighting column in advance of the turn. Cycle symbol and right turn arrow also added to central median area.

Client Organisation Response

Noted

Issue: 4.2



Location: London Road/Cambridge Road Northbound Cyclists
K-KNM-P1-70014694-01-0100-03 Rev S3-P02

Reason considered to be outside the Terms of Reference: Poor provision that could affect the safety of cyclists

The proposed two-way cycle track on Cambridge Road will join the south eastern side of the London Road/Cambridge Road junction. The two-way cycle track will connect to the two-way cycle track on the northern side of London Road.

There is no indication on the drawings of how northbound cyclists on Cambridge Road will be accommodated at the traffic signal-controlled junction at London Road.

The Highway Authority may wish to see that the proposed layout of the northbound cycle stop line, associated signals and signal poles are shown on the drawing; to be included as part of this Phase 1 of the works.

Design Organisation Response

Accepted

Agree with audit team. Existing design now shown on the Kingston New Malden drawings to illustrate cyclist movements away from the junction.

Client Organisation Response

Noted

5 Team Statements

5.1 AUDIT TEAM STATEMENT

5.1.1 We certify that we have examined the drawings and documents listed in Appendix A to this Safety Audit Report. The Road Safety Audit has been carried out with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with associated suggestions for safety improvements that we recommend should be studied for implementation.

AUDIT TEAM LEADER:

Name: [REDACTED]

Position: Senior Engineer

Organisation: AECOM

Address: AECOM House
63-77 Victoria Street
St Albans
Herts
AI1 3ER

Signed: [REDACTED]

Date:04/05/2021.....

AUDIT TEAM MEMBER:

Name: [REDACTED]

Position: Senior Consultant

Organisation: AECOM

Address: Sunley House
4 Bedford Park
Croydon
Surrey
CR0 2AP

Signed: [REDACTED]

Date:04/05/2021.....

AUDIT TEAM OBSERVER:

None

OTHERS INVOLVED:

There were no other persons involved in this safety audit than previously stated above.

5.1.2 Enquiries regarding this Road Safety Audit should be made to the Audit Team Leader at the above address or email [REDACTED]@aecom.com

5.2 DESIGN TEAM STATEMENT

5.2.1 In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this combined Stage 1/2 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Name: [Redacted] Signed: [Redacted]
Position: Project Manager Date: 13 May 2021
Organisation: WSP

5.3 CLIENT ORGANISATION STATEMENT

5.3.1 I accept these proposals by the Design Organisation.

Name: [Redacted] Signed: [Redacted]
Position: Portfolio Manager Date: 18 May 2021
Organisation: RBK

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

5.4.1 I accept these proposals by the Design Organisation.

Name: [Redacted] Signed: [Redacted]
Position: [Redacted] Date: [Redacted]
Organisation: [Redacted]

Appendix A – Documents Submitted to the Audit Team

The following documents were submitted as part of the Road Safety Audit:

| Document No. | Rev. | Description | Date |
|-------------------------------------|--------|--|------------|
| Road Safety Audit Brief | | Kingston New Malden Route (70014694) Phase 1 Cambridge Road (London Road to Hawks Road) | 16/04/2021 |
| K-KNM-P1-70014694-01-0100-01 to 03 | S3-P02 | Go Cycle Eastern Route – (Cambridge Rd Phase 1 DD) General Arrangement (Sheets 1 to 3) | 07/04/2021 |
| K-KNM-P1-70014694-01-0200-01 to 03 | S3-P02 | Go Cycle Eastern Route – (Cambridge Rd Phase 1 DD) Site Clearance (Sheets 1 to 3) | 06/04/2021 |
| K-KNM-P1-70014694-01-0500-01 to 03 | S3-P02 | Go Cycle Eastern Route – (Cambridge Rd Phase 1) Drainage Design (Sheets 1 to 3) | 07/04/2021 |
| K-KNM-P1-70014694-01-01200-01 to 03 | S3-P01 | Go Cycle Eastern Route – (Cambridge Rd Phase 1) Traffic Signs & Road Markings (Sheets 1 to 3) | 06/04/2021 |
| K-KNM-P1-70014694-01-01200-04 | S3-P01 | Go Cycle Eastern Route – (Cambridge Rd Phase 1) Road Marking Schedule (Sheet 1 of 1) | 06/04/2021 |
| K-KNM-P1-70014694-01-0100-01 to 03 | S3-P01 | Go Cycle Eastern Route – (Cambridge Rd Phase 1) Traffic Sign Schedule (Sheet 1 of 1) | 06/04/2021 |

Gemma Jacob

From: Simon O'Connell
Sent: 22 January 2021 11:12
To: [REDACTED]
Subject: RE: Cambridge Road: Sponsor Review

Thanks [REDACTED], I'll get the process started now.

Simon

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Sent: 22 January 2021 09:30
To: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@wsp.com>
Subject: Re: Cambridge Road: Sponsor Review

Simon,

Enclosed is the latest version of the Prelim Design for your sponsor review. We are aware that there is few "odd" things on the plans that needs to be resolved later or in the DD phase. You are fully brief on Hawks rd junction design and I am sure you can explain to your colleagues the situation with Stuard and Andy. If you could make sure the turn over is prompt that would be great, as we need to crack on with the DD of the first phase.

Many thanks

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone [REDACTED]



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The population is growing, but the spaces for travelling around are not. So we need to be smart and creative about transport to keep Kingston moving for a bright and prosperous future.

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On Tue, 12 Jan 2021 at 10:37, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Thanks [REDACTED], that'll be great.

Simon

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Sent: 12 January 2021 09:53
To: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>
Subject: Re: Cambridge Road: Sponsor Review

Agreed, I ll prepare something once you have seen our response on Hawk rd junction today

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Mon, 11 Jan 2021 at 11:29, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

I think on balance it is worth us running the design through an SR, as if there is opposition, like you say later on in the process, I will almost certainly be asked if this particular version has gone through an SR. I think you are right that there may be objections from those areas, as we have already see reaction to previous versions, and I doubt their stance will change. But as with Ewell Road, TfL as a whole is keen to progress these schemes as demonstrated in the RSPG.

Can you please send a PDF of the most up to date version of the prelim design?

Many Thanks

Simon

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Sent: 11 January 2021 09:11
To: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>; [REDACTED]@wsp.com>
Subject: Re: Cambridge Road: Sponsor Review

Hi Simon,

Well it is a good news overall and I copy [REDACTED] in this email so he can take the necessary action.

On a historical point of view this project has been Sponsored reviewed twice:

- in the previous format from 6 months ago with the maximum improvements (switch of parking bays, all crossings and junctions upgraded, ect...)
- and in the previous version from 18 months ago which is similar to the new descoped version (minimalist) except for Hawks rd junction where we believe we have a better solution.

I am fine to go for another sponsor review, but be aware that the minimalist version will create some reaction n ot only from buses (which we have in all versions) but also from stuart for not upgrading traffic signals apparatuses.

Let me know your views please, and then we can decide the best route.

Best regards

██████████
Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : ██████████



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On Thu, 7 Jan 2021 at 16:08, O'Connell Simon (ST) <██████████@tfl.gov.uk> wrote:

Hi ██████

Happy New Year, and I hope all is ok.

I know that just before Christmas we were working through feedback from the various signals stakeholders from TfL and WSP provided a method of control for Hawks Road. We did briefly discuss whether it was ready for Sponsor Review; Are there any changes still to be made, or are we ok to submit this? It seems that we maybe getting funding to progress this now.

Many Thanks

Simon

Simon O'Connell [REDACTED]

Road Safety Audit Certificate of Competency

Sponsor- Mini Hollands | Investment Delivery Planning

Phone: [REDACTED]

Floor 4 Blue, Palestra, 197 Blackfriars Rd, London SE1 8NJ | [REDACTED] tfl.gov.uk



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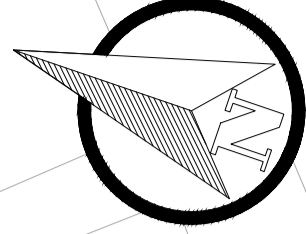
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LONDON ROAD

SCHEME EXTENTS

LOOK RIGHT

St Peter's Church

Lady Jane Court

EI Sub Sta

EI Sub Sta


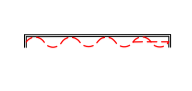


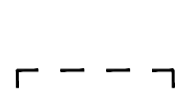

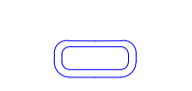
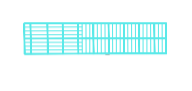

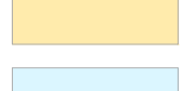






CAMBRIDGE ROAD

KEEP CLEAR

CHURCH ROAD

VICTORIA ROAD

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PROJECT ROYAL BOROUGH OF KINGSTON UPON THAMES

TITLE GO CYCLE EASTERN ROUTE CONSULTATION SHEET 01 OF 10

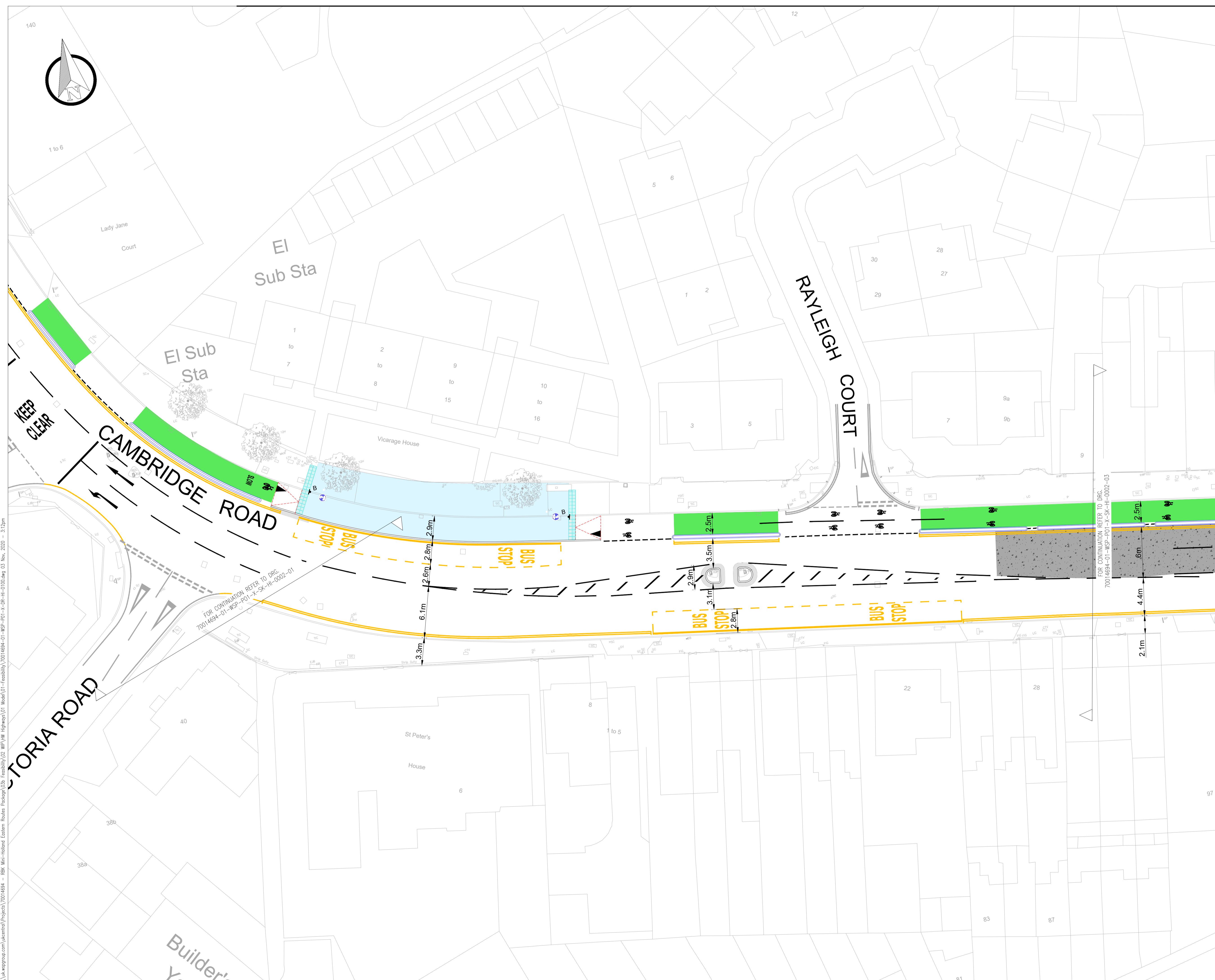
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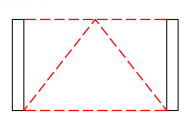
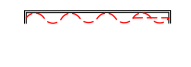


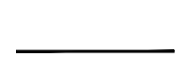
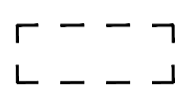





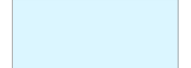




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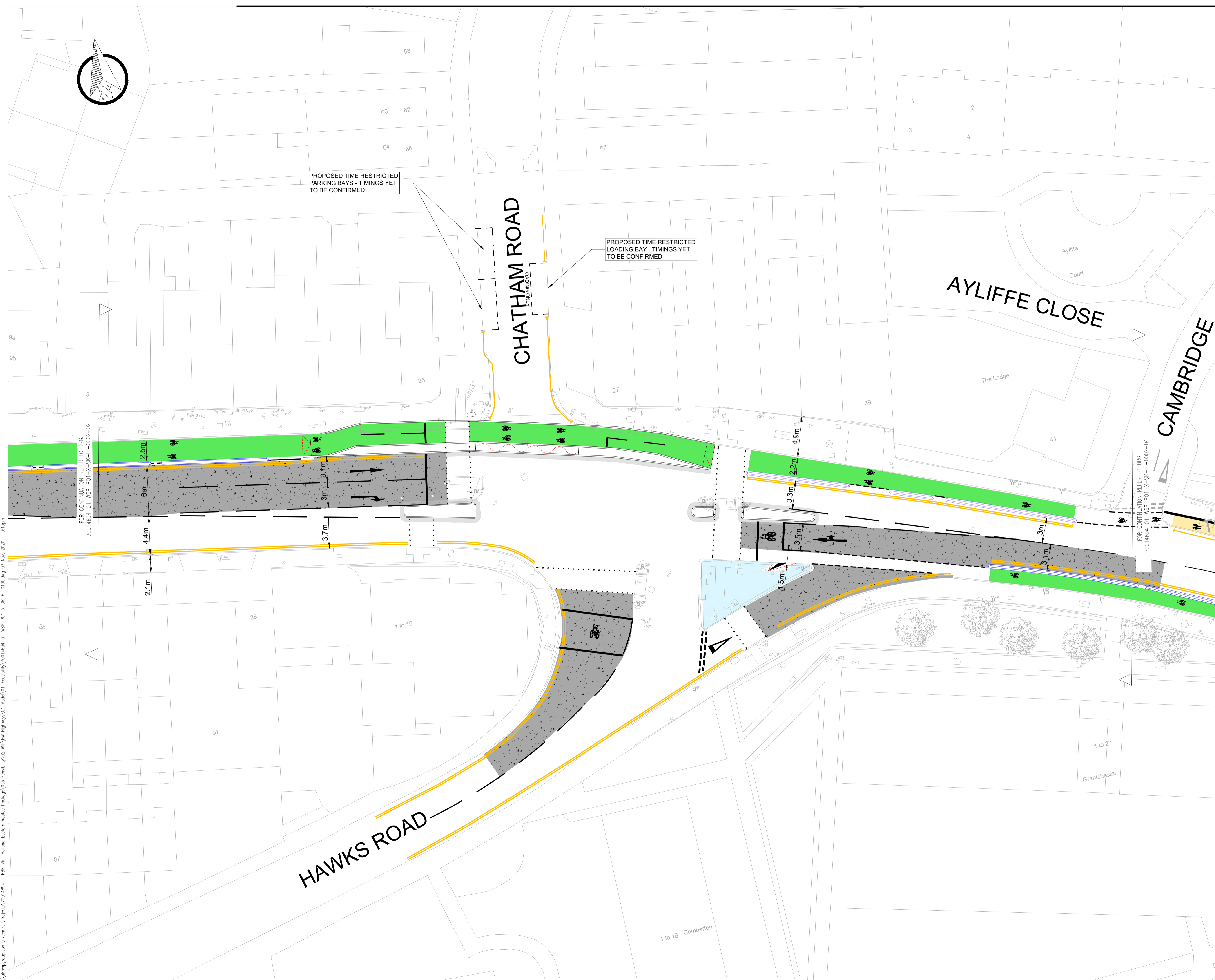
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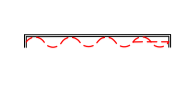


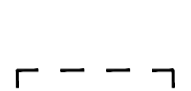

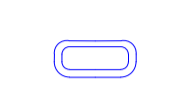
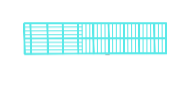

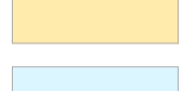






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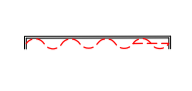


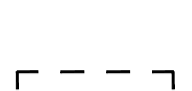

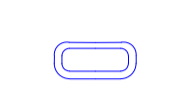
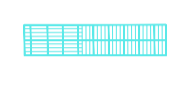

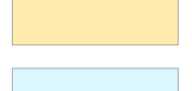






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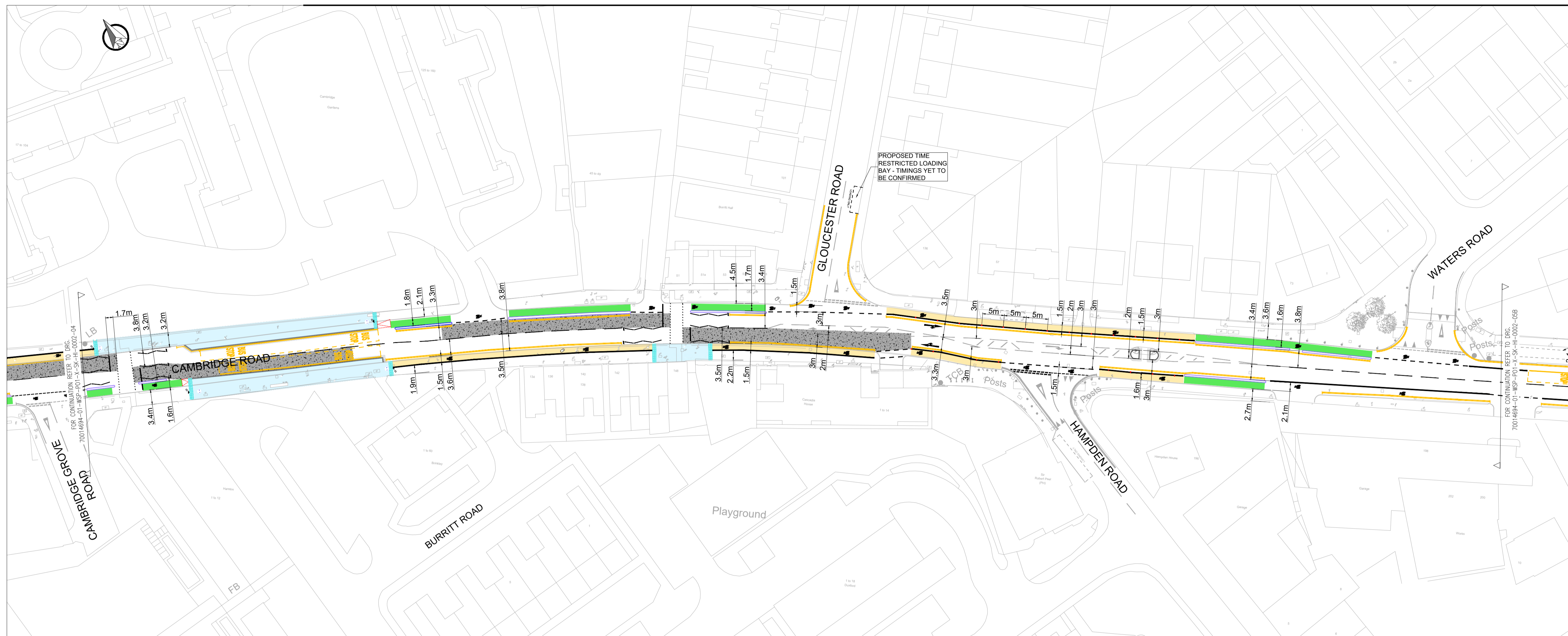
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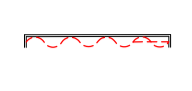


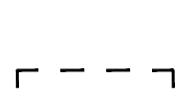

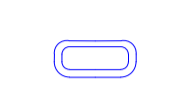
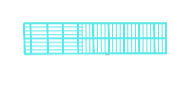

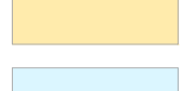






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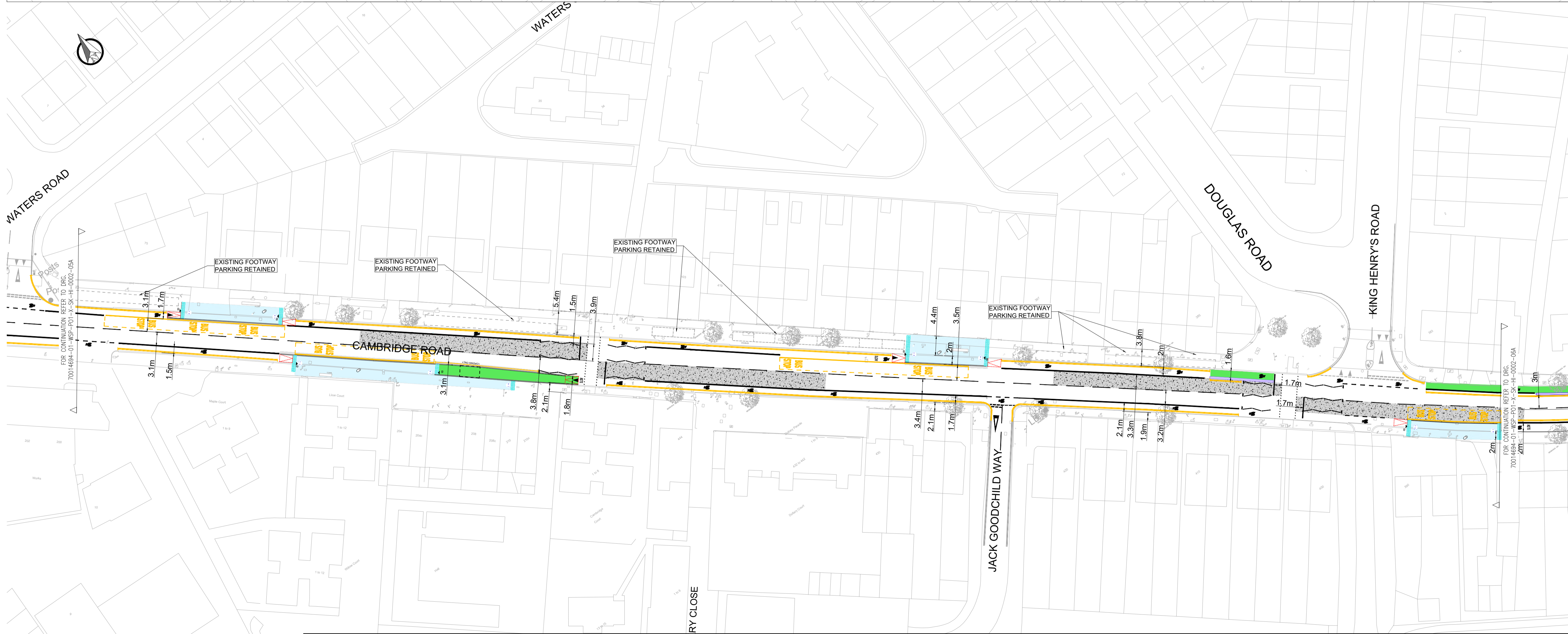
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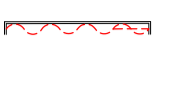


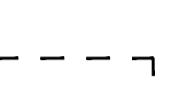

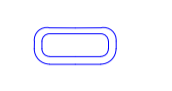
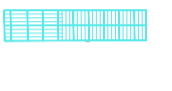

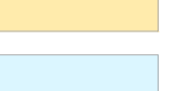








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| ROYAL BOROUGH OF KINGSTON UPON THAMES | | | | | | | |
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| GO CYCLE EASTERN ROUTE CONSULTATION SHEET 05 OF 10 | | | | | | | |
| SCALE @ A1 | | | | | | | |
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- KEY**
-  PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 -  PROPOSED S-RAMP
 -  PROPOSED 150x300mm GRANITE KERB ON 150mm C16/20 WET LEAN CONCRETE
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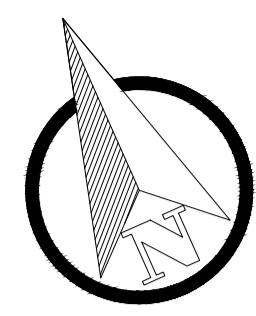
PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES


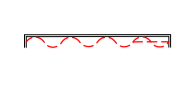


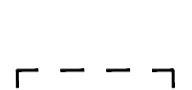

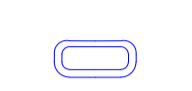
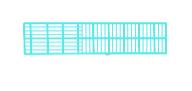

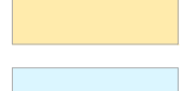






TITLE
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SHEET 06 OF 10

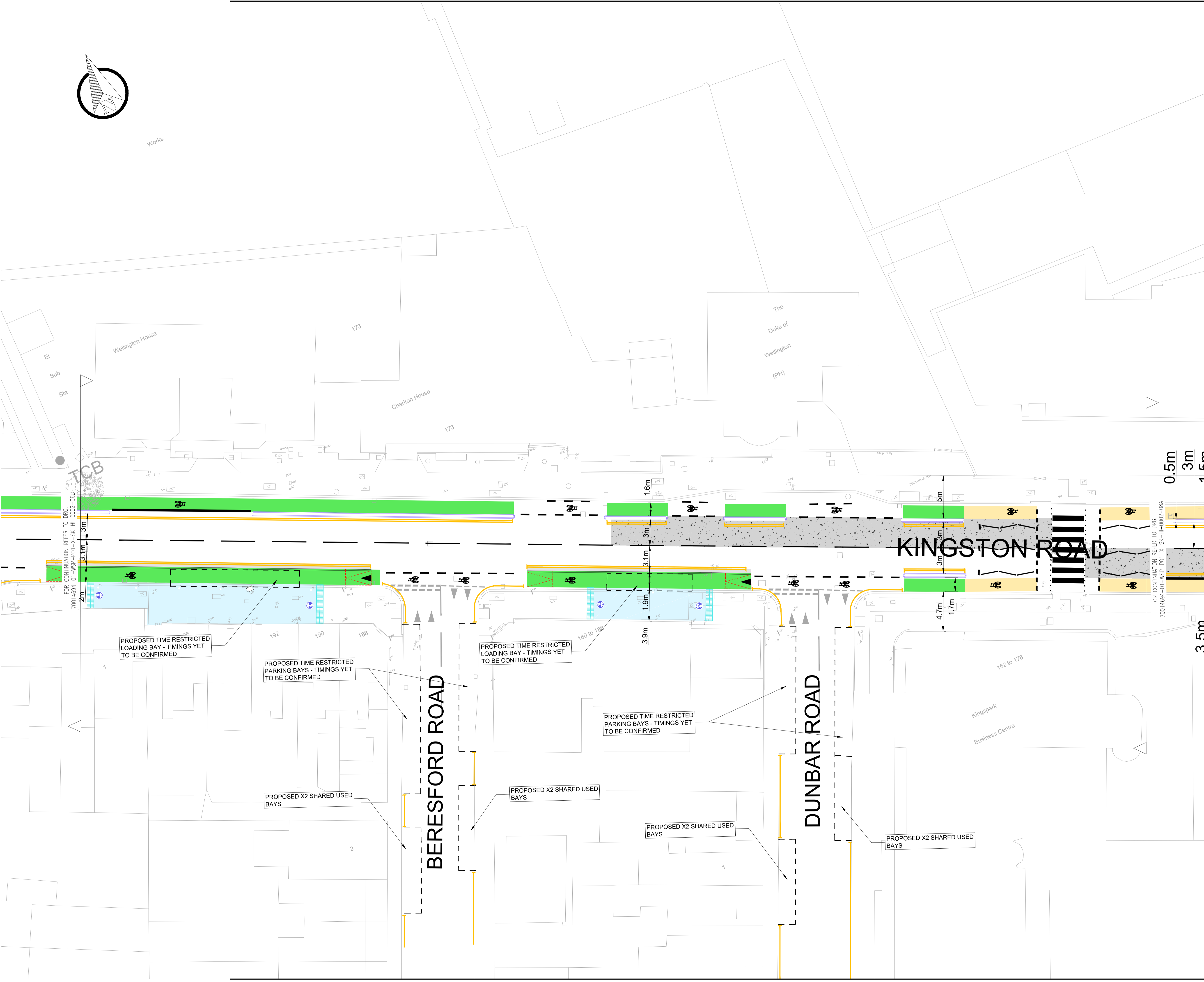
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- KEY**
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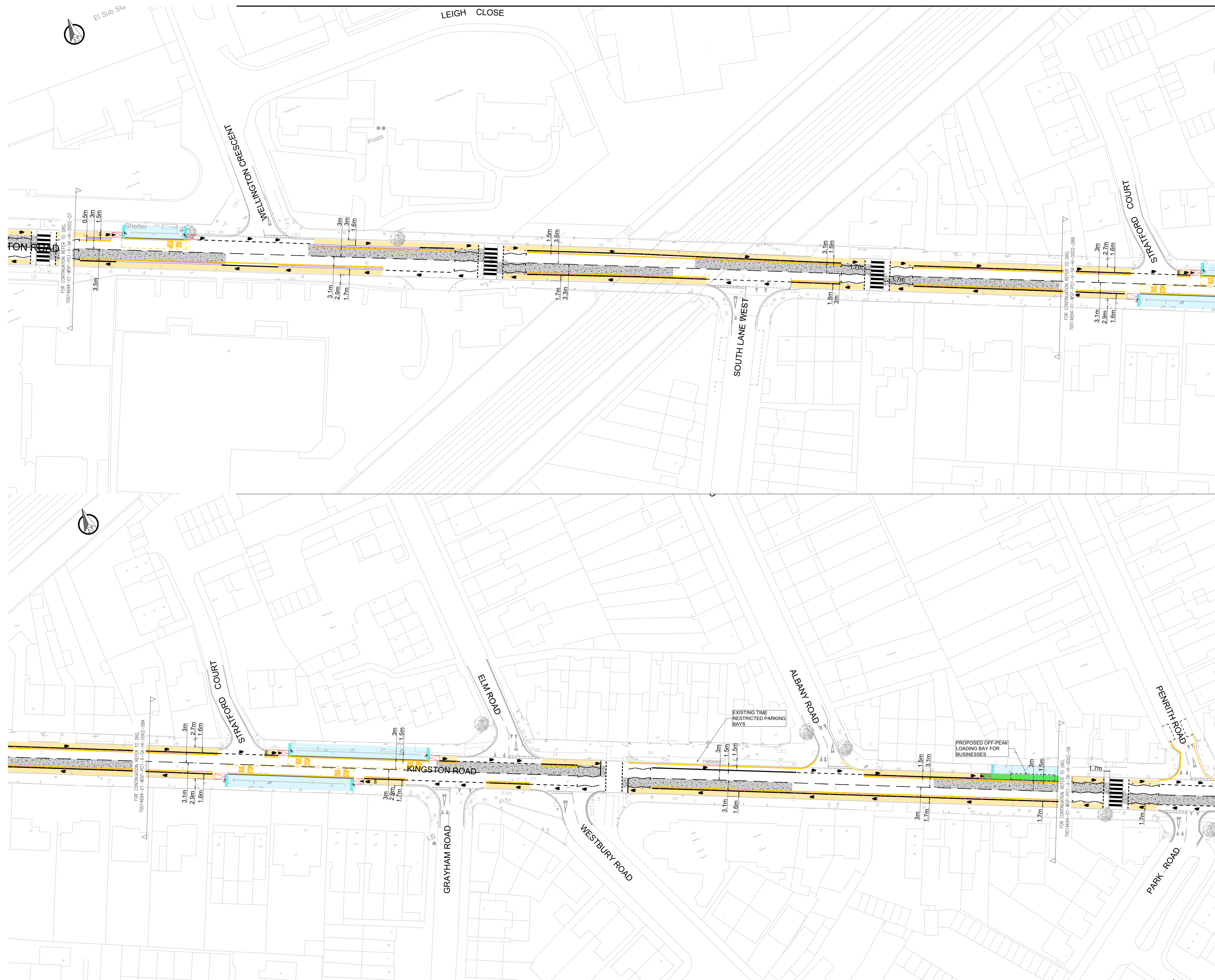
PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES


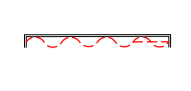


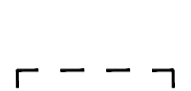

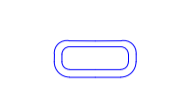
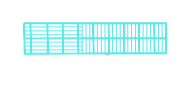

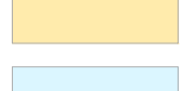






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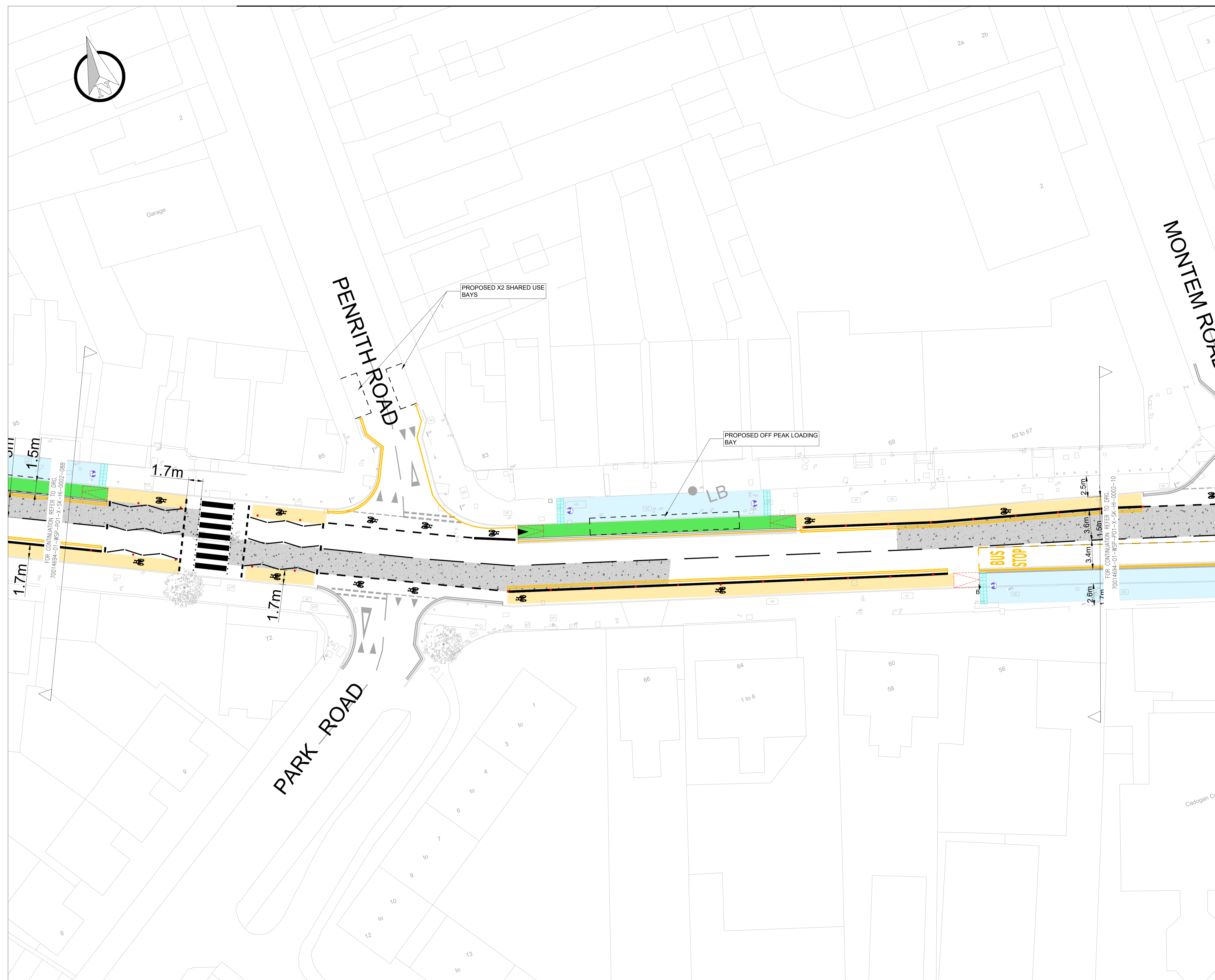
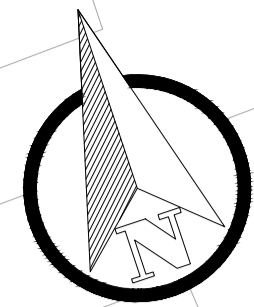
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FOR CONTINUATION REFER TO DRG
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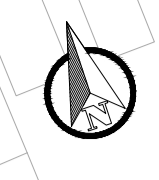
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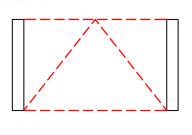
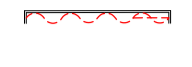


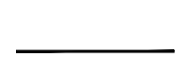
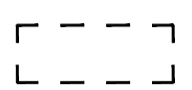





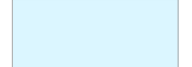




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 CONSULTATION
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WSP PROJECT NO. **70014694**

DRAWING NO. **70014694-01-WSP-PO1-X-DR-HI-0100-10** REV. **S1-P01**

Gemma Jacob

From: [REDACTED]
Sent: 11 January 2021 09:11
To: Simon O'Connell; [REDACTED]
Subject: Re: Cambridge Road: Sponsor Review

Hi Simon,

Well it is a good news overall and I copy [REDACTED] in this email so he can take the necessary action. On a historical point of view this project has been Sponsored reviewed twice:

- in the previous format from 6 months ago with the maximum improvements (switch of parking bays, all crossings and junctions upgraded, ect...)
- and in the previous version from 18 months ago which is similar to the new descoped version (minimalist) except for Hawks rd junction where we believe we have a better solution.

I am fine to go for another sponsor review, but be aware that the minimalist version will create some reaction n ot only from buses (which we have in all versions) but also from stuart for not upgrading traffic signals apparatuses.

Let me know your views please, and then we can decide the best route.

Best regards

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Thu, 7 Jan 2021 at 16:08, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

Happy New Year, and I hope all is ok.

I know that just before Christmas we were working through feedback from the various signals stakeholders from TfL and WSP provided a method of control for Hawks Road. We did briefly discuss whether it was ready for Sponsor Review; Are there any changes still to be made, or are we ok to submit this? It seems that we maybe getting funding to progress this now.

Many Thanks

Simon

Simon O'Connell [REDACTED]

Road Safety Audit Certificate of Competency

Sponsor- Mini Hollands | Investment Delivery Planning

Phone: [REDACTED]

Floor 4 Blue, Palestra, 197 Blackfriars Rd, London SE1 8NJ | [REDACTED] tfl.gov.uk



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Gemma Jacob

From: [REDACTED]
Sent: 28 January 2021 07:56
To: Simon O'Connell
Subject: Re: FW: Kingston to New Malden revised Prelim design

Hi Simon,

In terms of bus lanes it is exactly the same as the version we consulted and got approved. No more or less impact.
In those circumstances, I am not sure a re engagement with Bus planning is necessary nor beneficial. It may cause delays and prevent us from being on site this financial year.
We will, however, speak with Marcus about the work disruption in due time.

Many thanks

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Wed, 27 Jan 2021 at 17:30, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

I know we did have some discussions with buses regarding the previous design ([REDACTED]), is this revised design less intrusive than previous? Do you think we should be re-engaging? Aware that [REDACTED] and [REDACTED] are always invited.

Best Regards

Simon

From: Hinde Andrew (ST) <[REDACTED]@tfl.gov.uk>
Sent: 27 January 2021 14:56
To: O'Connell Simon (ST) <[REDACTED]tfl.gov.uk>
Cc: Melbourne Jennifer (ST) <[REDACTED]@tfl.gov.uk>
Subject: FW: Kingston to New Malden revised Prelim design

Hi,

Just to reiterate my previous comments now that the Cambridge Road design has gone to Sponsor review with Engineering (see below).

We are still discussing the design at 23/013 as you know.

I wonder if buses have commented on the loss of the northbound bus lane?

Thanks,

Andrew

From: Hinde Andrew (ST)
Sent: 12 November 2020 14:47
To: O'Connell Simon (ST) <[REDACTED]TfL.gov.uk>
Cc: Copeland Stuart (Engineering) <[REDACTED]@TfL.gov.uk>
Subject: FW: Kingston to New Malden revised Prelim design

Hi,

I'm not around for the meeting re Cambridge Road next week so would it be possible to move this to the following week please so that I can attend.

It would be good if we had some more information as well in particular the method of control at 23/013 Hawks Road as Stuart has mentioned to be able to assess properly.

Initial comments on the design from me are around the loss of the northbound bus lane which again may not be supported by buses. Also the additional unsignalized zebra crossings being added along the route which may add additional delay to buses.

I know this probably goes without saying as well, but this will need a proper sponsor review with all TfL stakeholders involved.

Thanks,

Andrew

From: Copeland Stuart (Engineering) <[REDACTED]@tfl.gov.uk>
Sent: 11 November 2020 13:02
To: <[REDACTED]kingston.gov.uk>; O'Connell Simon (ST) <[REDACTED]tfl.gov.uk>
Cc: Hinde Andrew (ST) <[REDACTED]@tfl.gov.uk>
Subject: RE: Kingston to New Malden revised Prelim design

Hi All,

Just have a few comments on the signals in this design, from what I can see there is one junction 23/013 – Hawks Road and 3 crossings, but please let me know if I have missed anything.

23/013 – Hawks Road

- We need an MOC to assess properly
- Island between traffic and bi directional cycle track needs to be minimum 1.3m
- Bi directional cycle track needs does not have a stop line to protect the eastern most ped crossing from W/B cyclists
- Cycle lane, east of the junction, seems to narrow to E/B only, where are the WB cyclists expected to join the cycle lane
- Current design will likely require a full modernisation.
- The design shows bi-directional cycle track continuing up to London Road, as previously discussed, we need to undertake more monitoring to establish whether it is safe include northbound cycles at that junction.

23/107 – By Cambridge Grove

- This is a Puffin crossing which is no longer recommended by TfL, any changes would require an upgrade to PedX
- Studs to stopline distances should be 3m
- Distance on splitter island on South side needs clarifying, ideally this would be 1m so it can accommodate a signal
- Cycle routes / lanes east of the crossing look unclear in both directions
- Appears that a Bus stop has been moved on W/B carriageway, not ideal to have bus stop so close on the approach to a crossing.

23/038 – By Gloucester Road

- This is a Puffin crossing which is no longer recommended by TfL, any changes would require an upgrade to PedX, not necessarily require full MOD.
- Studs to stopline distances should be 3m
- Drawing seems to show a dimension for right turn bay east of crossing but not sure if the bay is to remain.

23/162 – By Boundary Close

- This is a pelican crossing and should be modernised however design seems to have been done to avoid signal changes.
- Studs to stopline should be 3m
- Footpath on southside looks narrower than existing on our SLD, has this been changed?

23/164 – By King Henrys Road

- Studs to stopline distance should be 3m
- Crossing studs do not line up with tactile paving
- Site is a pelican and end of life, any changes would require a full MOD

23/163 – By Archdale Place

- Existing crossing appears to have been removed in design

23/166 – By Dickerage Lane

- Studs to stopline should be 3m
- Site is pelican, would recommend upgrading to Ped X
- No tactile paving shown

All drawings

- Recommend tactile paving on be used to mark cycle lane to shared use/footway transitions (Tram line variety) and no tactile used between footway and shared space.
- All Crossings are currently VA, with loss of lanes they may need to be converted to UTC.

The design seems to have been completed to minimise changes to the signals. I understand the motivation behind this and financial constraints but the signals are mostly very old and either Pelicans or Puffin crossings, neither of which are installed by TfL any longer and neither type support countdown. It is possible one or two could be upgraded without a full modernisation. If a UTC upgrade is required then it may not be possible to avoid a modernisation at some of the older sites.

Regards

Stuart

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Sent: 04 November 2020 12:12
To: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>
Cc: Copeland Stuart (Engineering) <[REDACTED]@tfl.gov.uk>; Hinde Andrew (ST) <[REDACTED]@tfl.gov.uk>
Subject: Kingston to New Malden revised Prelim design

Simon,

A long time due now, but I enclose the above documents for your information.

Please note the major change from Hawks junction that Andy will need to look into and let us know his views. We believe that it is a better solution than the one previously designed but it requires some traffic signal works at greater costs.

Please let me know when you want to discuss those documents once you all have seen them.

Best regards

[REDACTED]
Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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Gemma Jacob

From: [REDACTED]
Sent: 26 May 2021 13:33
To: Simon O'Connell
Subject: Re: Hawks Road Junction

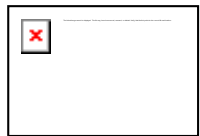
Thanks Simon

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Tue, 25 May 2021 at 09:55, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

Absolutely agree, it would add too much to costs. When is best you? I will sort something out with Andy and Stuart.

Best Regards

Simon

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Sent: 25 May 2021 09:00
To: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>
Subject: Re: Hawks Road Junction

Simon,

I think we want to meet because we dont think we should model the 3 options and also if we are on the right track with Stu and Andy.

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone [REDACTED]



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On Fri, 21 May 2021 at 11:20, O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

I have an action to arrange a meeting to discuss the options for the Hawks Road junction. However, since we are planning to model all 3 options, I suggest we have the meeting once the modelling has come back. That is unless Andrew or Stuart raise anything in particular in the meantime, and we need to discuss sooner?

Best Regards

Simon

Simon O'Connell [REDACTED]

Road Safety Audit Certificate of Competency

Sponsor- Mini Hollands | Investment Delivery Planning

Phone: [REDACTED]

Floor 4 Blue, Palestra, 197 Blackfriars Rd, London SE1 8NJ | [REDACTED]@tfl.gov.uk



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Gemma Jacob

From: [REDACTED]
Sent: 20 May 2021 14:19
To: Stuart Copeland
Cc: [REDACTED] Andrew Hinde; Simon O'Connell; [REDACTED]
Subject: Re: Kingston - New Malden route - Hawks Road Junction

Hi Stu,

The idea is to have first a quick conversation around the options and the preferred one and fall back to see if we are on the good track.

Your feedback on the layouts is welcome as well as Andy indication on the modelling he would like to see and which option to model.

From there we will have SYSTRA to do the modelling and we will bring back the results for further discussion.

How that sound for you? What about you Andy?

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Thu, 20 May 2021 at 12:26, Copeland Stuart (Engineering) <[REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

Are you talking about passing them on to WSP modelling team or TfL for audit? Before they are submitted to Andy's team I will need to supply IGN's for which I will need CAD drawings and I suspect Andy's team will only be able to resource modelling of one option to start with. If you are just talking about modelling in

house to ascertain the viability with regards to the network / assist in option selection, then I can have quick look to see if there are any show stoppers with the layouts.

Andy - do you have anything you'd like to add?

Cheers

Stuart

From: [REDACTED] <[REDACTED]@wsp.com>
Sent: 19 May 2021 13:56
To: [REDACTED] <[REDACTED]@tfl.gov.uk>; Copeland Stuart (Engineering) <[REDACTED]@tfl.gov.uk>
Cc: O'Connell Simon (ST) <[REDACTED]@wsp.com>; [REDACTED] <[REDACTED]@wsp.com>
Subject: Kingston - New Malden route - Hawks Road Junction

Hi Simon, Stuart,

We would like to progress the modelling for Hawks Road. We have digested previous feedback on signal arrangements, and have come to the following three modelling scenarios, with concepts attached.

Option 1: Removal of slip lane

Option 2: Do min (shared-space with some widening of crossings)

Option 3: removal of staged crossing on eastern arm and dedicated cycle crossing.

We will also compare with the previous approved design which was principally the same as option 2, though with some additional queueing space on the eastern arm.

Noting there are some points of detail to resolve still, like which areas are shared-space and the westbound cycle movement over the slip lane, are you happy in principal for these to be passed on to the modelling to identify the traffic impacts?

Kind regards,

[REDACTED]

Principal Engineer



T [REDACTED]

M [REDACTED]

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London

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Gemma Jacob

From: Shahin Khazali
Sent: 14 December 2022 11:30
To: Darek Podwiazka
Cc: Bahman Mehrpour; Richard Jones
Subject: Bus Stop Boarders Cambridge Road/ Kingston Road
Attachments: Vicarage House (towards New Malden) (M-F) NOV-DEC 2021 BUS ID 10041.xlsx; Vicarage House (towards New Malden) (M-F) 13-17 JUNE 2022 BUS ID 10041.xlsx; Springfield Place Stop G (M-F) NOV-DEC 2021 BUS ID 20662.xlsx; Springfield Place Stop G (M-F) 13-17 JUNE 2022 BUS ID 20662.xlsx; Wellington Crescent Stop F (M-F) NOV-DEC 2021 BUS ID R0348.xlsx; Wellington Crescent Stop F (M-F) 13-17 JUNE 2022 BUS ID R0348.xlsx; Elm Road New Malden Baptist Church Stop W (M-F) NOV-DEC 2021 BUS ID 10028.xlsx; Elm Road New Malden Baptist Church Stop W (M-F) NOV-DEC 2021 BUS ID 10028.xlsx; Elm Road New Malden Baptist Church Stop W (M-F) 13-17 JUNE 2022 BUS ID 10028.xlsx; Elm Road New Malden Baptist Church (M-F) NOV-DEC 2021 BUS ID 27388.xlsx; Elm Road New Malden Baptist Church (M-F) 13-17 JUNE 2022 BUS ID 27388.xlsx; St Joseph's Church (towards Raynes Park) (M-F) NOV-DEC 2021 BUS ID 10023.xlsx; St Joseph's Church (towards Raynes Park) (M-F) 13-17 JUNE 2022 BUS ID 10023.xlsx; St Joseph's Church (towards Norbiton) (M-F) NOV-DEC 2021 BUS ID 10024.xlsx; St Joseph's Church (towards Norbiton) (M-F) 13-17 JUNE 2022 BUS ID 10024.xlsx; Bus Stop Bypasses - Bus Boarders.pdf

Hi Darek

Please see attached the bus data spreadsheet for Boarding/ Alighting along **Cambridge Road/ Kingston Road**. That completes the list of stops listed in the PDF file Bus stop Bypasses. Two minor corrections, firstly Bus stop Vicarage House towards New Malden (Bus ID 10041) does not have route K5 serving it. The second (Bus stop ID 20662) is Springfield Place not Springfield Court.

We do have resources in the week commencing 9th January to conduct manual surveys if you think they may be of value to your project. That also applies to the Tolworth Broadway we discussed earlier.

I hope the data has been some help.

Kind Regards

Shahin

Shahin Khazali

Survey Planner | Public Transport Service Planning

Phone: [REDACTED] (auto [REDACTED]) Mobile [REDACTED]
10G4, Palestra, 197 Blackfriars Road, London SE1 8NJ | Email: [REDACTED]@tfl.gov.uk



Ewell Road:

Bus stop bypasses:

- Bus Stop name: King Charles Road (Stop LC)
Routes: 281 – 418 – 662 – K1
Brought into use: December 2021
- King Charles Road (Stop LN)
Routes: 281 – 418 – 662 – K1
Brought into use: December 2021
- Hollyfield Road (Stop SR)
Routes: 281 – 418 – 662
Brought into use: March 2022

Bus Boarders:

- South Terrace (Stop SL)
Routes: 281 – 418 – 662 – K2
Brought into use: September 2020
- South Terrace (Stop SM)
Routes: 281 – 418 – 662
Brought into use: September 2020
- Surbiton Health Centre (Stop SK)
Routes: 281 – 418 – 662
Brought into use: September 2020
- Surbiton Health Centre (Stop SN)
Routes: 281 – 418 – 662
Brought into use: September 2020
- Browns Road (Stop SP)
Routes: 281 – 418 – 662
Brought into use: September 2020
- Browns Road (Stop SJ)
Routes: 281 – 418 – 662
Brought into use: September 2020
- Princes Avenue (Stop J)
Routes: 265 – 281 – 418 – 662 – 665 – K1 – K2
Brought into use: September 2020

Cambridge Road / Kingston Road

Bus Boarders:

- Bus Stop name: Vicarage House (towards New Malden)
Routes: 131 – K5 - N87
Brought into use: March 2022
- Bus Stop name: Springfield Court (Stop G)
Routes: 131 – K5 - N87
Brought into use: April 2022
- Bus Stop name: Wellington Crescent (Stop F)
Routes: 131 – K5 - N87
Brought into use: April 2022
- Bus Stop name: Elm Road / New Malden Baptist Church (Stop W)
Routes: 131 - N87
Brought into use: April 2022
- Bus Stop name: Elm Road New Malden Baptist Church
Routes: 131 - N87
Brought into use: April 2022
- Bus Stop name: St Joseph's Church (towards Raynes Park)
Routes: 131 - N87
Brought into use: April 2022
- Bus Stop name: St Joseph's Church (towards Norbiton)
Routes: 131 - N87
Brought into use: April 2022

Gemma Jacob

From: Simon O'Connell
Sent: 28 June 2021 14:04
To: [REDACTED]
Cc: Darek Podwiazka
Subject: Cambridge Road Sponsor review
Attachments: 210625 LSP SR Cambridge Road Rev S2-P01.xlsx

Hi [REDACTED]

I have attached the feedback from the most recent Sponsor Review. Richard has said that some feedback from the previous review still stands, and he has referred to this in the attachment.

Best Regards
Simon

Simon O'Connell [REDACTED]

Principal Sponsor

Network Sponsorship - Greenwich

Investment Delivery Planning

Phone: [REDACTED]

Floor 4 Blue, Palestra, 197 Blackfriars Rd, London SE1 8NJ | [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)



Gemma Jacob

From: [REDACTED]
Sent: 27 June 2022 08:15
To: Darek Podwiazka
Cc: [REDACTED]
Subject: Fwd: Snag list for Kingston road
Attachments: K-KNM-P1-70014694-01-0100 (SI 0005).pdf; Phase 3 Snagging (20.05.2022).pdf; Phase 1-Snagging 02.03.2022.pdf

Darek,

As requested, please find the snag list for Kingston Rd/Cambridge Rd. Most of them have now been completed, we can check on site this week, [REDACTED] will send you a similar list for Ewell Rd.

Have a good day

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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----- Forwarded message -----

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Date: Wed, 25 May 2022 at 07:29
Subject: Snag list for Kingston road
To: [REDACTED], [REDACTED] <[REDACTED]@kingston.gov.uk>

Morning [REDACTED],

I share again the snag list for the above scheme that we are visiting this morning.
This can be found under the share drive Handover Projects/ NW5/-Construction/Snag List.

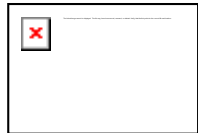
Best regards



Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : 

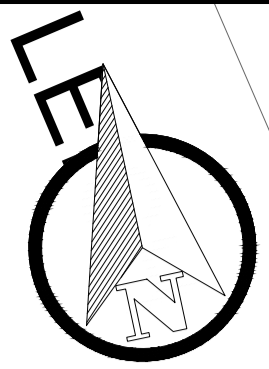


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COURT

Mon - Sat
7 am - 7 pm
No loading
Mon - Sat
7 - 10 am
4 - 7 pm

PROPOSED SIGN ON A NEW POST

EXISTING WAITING AND LOADING SIGN TO BE REMOVED FROM LIGHTING COLUMN

EXISTING 13.2m MILESTONE TO BE REMOVED TO ASSIST WITH THE QUEUING AT THE JUNCTION

EXISTING LINE MARKING TO BE REMOVED

DESIGN TO TIE INTO EXISTING JUNCTION LAYOUT

- KEY**
- PROPOSED YELLOW LINE MARKING
 - PROPOSED WHITE LINE MARKING
 - PROPOSED SIGN ON NEW SIGN POST
 - EXISTING SERVICE COVER
 - EXISTING UTILITY CABINET
 - EXISTING GULLY
 - EXISTING LAMP COLUMN
 - EXISTING SIGN AND POST
 - EXISTING GRANITE KERB
 - EXISTING LINE MARKING
 - EXISTING SATELITE ISLAND 600mm WIDE TO BE REMOVED AND STORED OFF SITE
 - EXISTING ROAD MARKING TO BE REMOVED
 - EXISTING SIGN TO BE REMOVED FROM EXISTING LIGHTING COLUMN

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|---------------|-----|-----|
| S3-P01 | 22.02.2022 | AOS | INITIAL ISSUE | | |

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DETAILED DESIGN

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PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 1

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SITE INSTRUCTION - REMOVAL OF MILESTONE

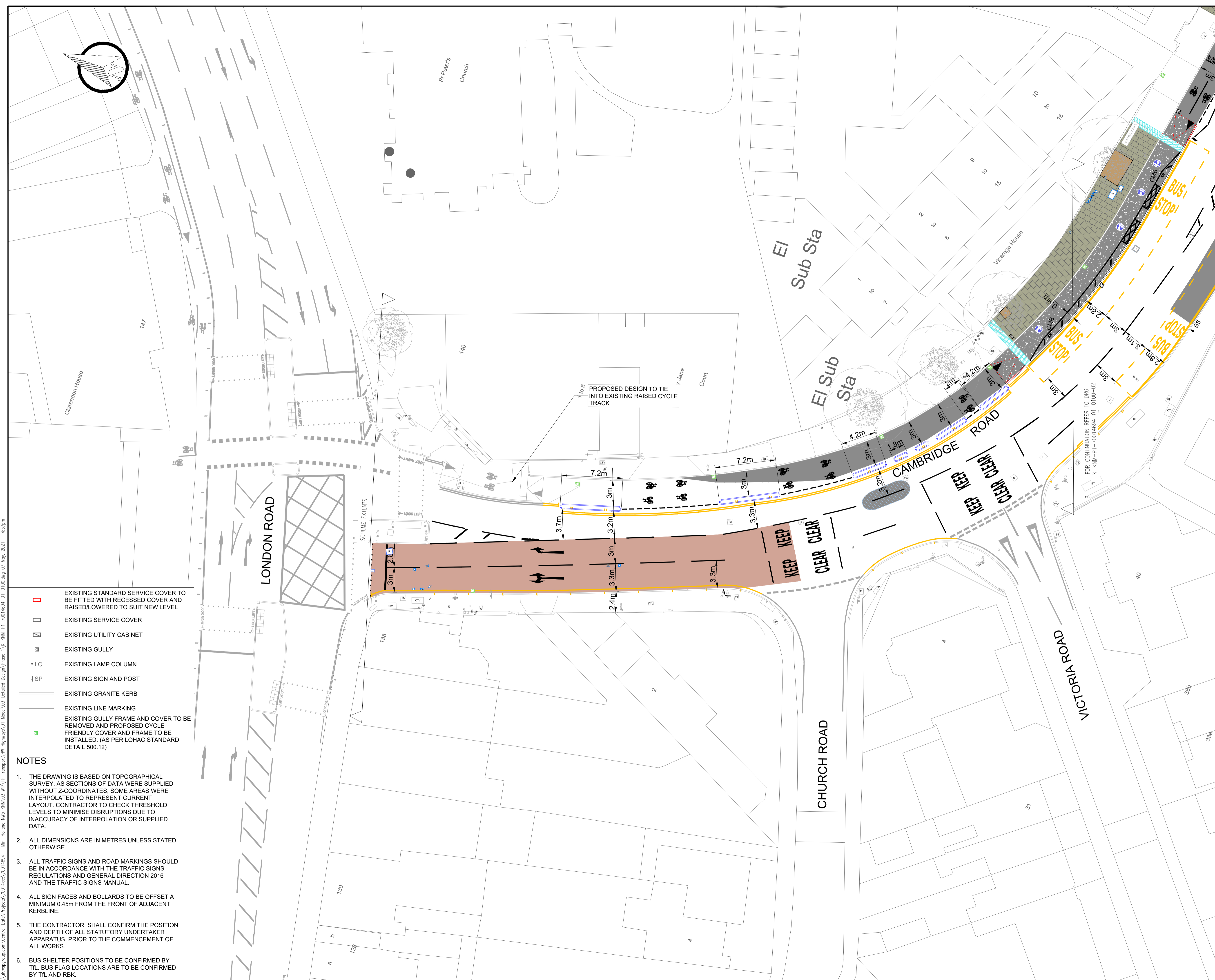
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| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:100 | 22.02.2022 | AOS | MD | PF | A1 |

WSP PROJECT NO.
70014694

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| DRAWING No. | REV |
| K-KNM-P1-70014694-01-0100 (SI 0005) | S3-P01 |

C:\Users\104430359\OneDrive - WSP\Work in Progress - WSP\Work in Progress - New Malden - WSP\Work in Progress - WSP\Detailed Design\Phase 1\K-KNM-P1-70014694-01-0100 (SI 0005) 01 Mar 2022 - 6:07pm

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KEY

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- PROPOSED HIGH FRICTION SURFACING ON EXISTING CARRIAGEWAY SURFACING
- PROPOSED 40mm TSCS14, 60mm B1S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
- PROPOSED 40mm TSCS14
- PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm C16/20 (AS PER LOHAC STANDARD DETAIL 1100.09)
- PROPOSED 200x100x65mm GREY ON 30mm SAND/CEMENT LAYING COURSE AND 100mm ST1 CONCRETE SUB-BASE
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- PROPOSED BLOCK PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01)
- TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
- PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
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- PROPOSED 125x255mm BULL NOSED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE (AS PER LOHAC STANDARD DETAIL 1100.10)
- PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED 305mm QUADRANT KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED SHARED PATH ROUNDEL LINE MARKING
- PROPOSED SATELLITE ISLAND 600mm WIDE TO BE INSTALLED BY TFL
- TS PROPOSED TRAFFIC SIGNAL (SIGNAL POLE TO BE INSTALLED BY TFL)
- BB PROPOSED BELISHA BEACON
- BS PROPOSED BUS STOP FLAG
- IGP PROPOSED ILLUMINATED GUIDE POST
- CMB PROPOSED CYCLEMASTER BOLLARD
- 4LC PROPOSED SIGN ON EXISTING STREET FURNITURE
- PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
- EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS

NOTES

- THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES, SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- ALL TRAFFIC SIGNS AND ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTION 2016 AND THE TRAFFIC SIGNS MANUAL.
- ALL SIGN FACES AND BOLLARDS TO BE OFFSET A MINIMUM 0.45m FROM THE FRONT OF ADJACENT KERBLINE.
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- BUS SHELTER POSITIONS TO BE CONFIRMED BY TFL. BUS FLAG LOCATIONS ARE TO BE CONFIRMED BY TFL AND RBK.

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|--------|------------|-----|----------------------------------|-----|-----|
| S3-P03 | 07.05.2021 | AOS | DESIGN UPDATED | | |
| S3-P02 | 07.04.2021 | AOS | BUS LANE MARKING AREA RESURFACED | MD | PF |
| S3-P01 | 30.03.2021 | AOS | INITIAL ISSUE | MD | PF |

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PROJECT

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PHASE 1

TITLE

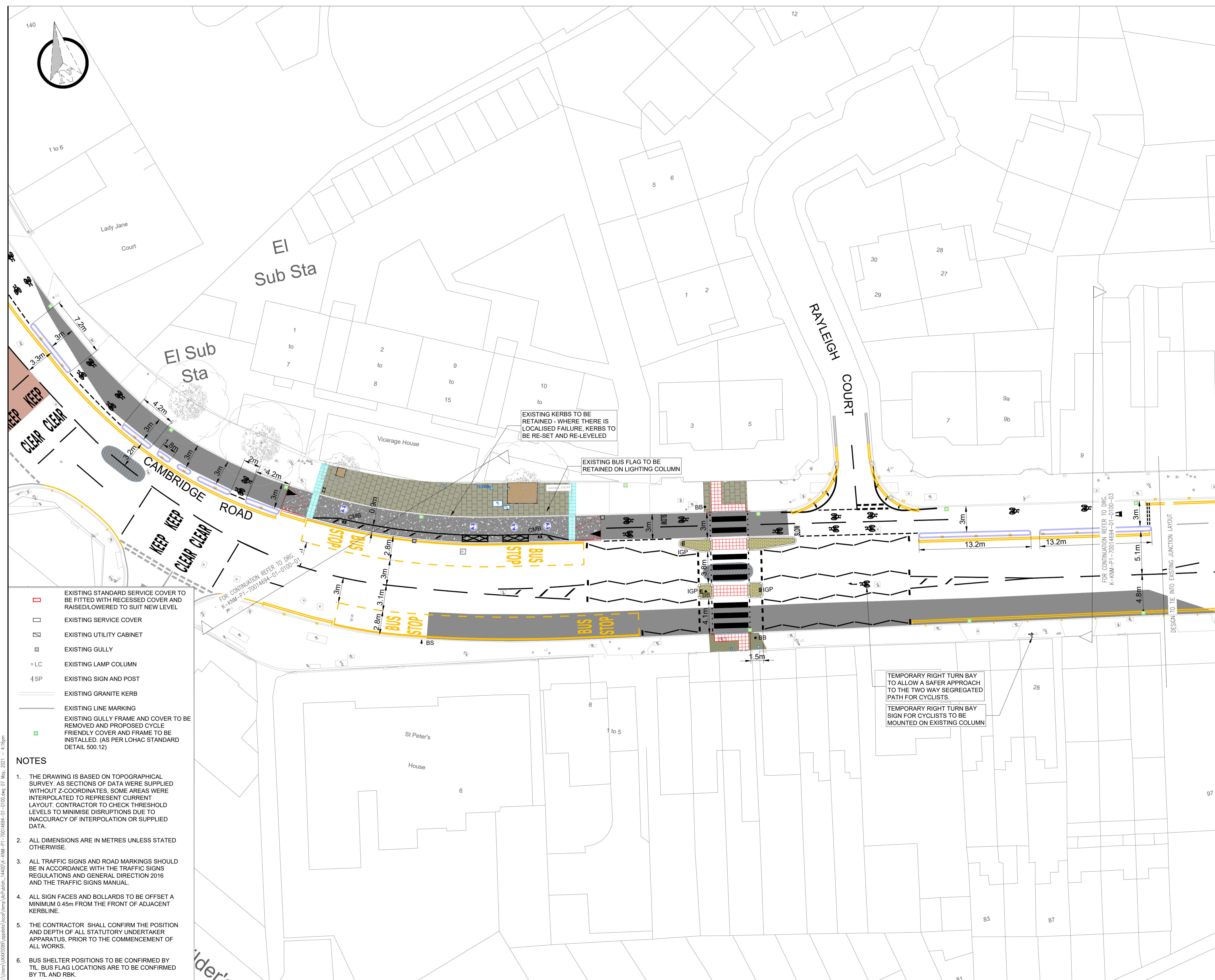
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 01 OF 03

| SCALE @ A1 | DATE | DESIGNED/DRAWN | CHECKED | APPROVED | SHEET |
|------------|------------|----------------|---------|----------|-------|
| 1:200 | 09.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. 70014694

| DRAWING NO. | REV. |
|------------------------------|--------|
| K-KNM-P1-70014694-01-0100-01 | S3-P03 |

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 - PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
 - EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS

- EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL
- EXISTING SERVICE COVER
- EXISTING UTILITY CABINET
- EXISTING GULLY
- EXISTING LAMP COLUMN
- EXISTING SIGN AND POST
- EXISTING GRANITE KERB
- EXISTING LINE MARKING
- EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED, (AS PER LOHAC STANDARD DETAIL 500.12)

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EXISTING KERBS TO BE RETAINED - WHERE THERE IS LOCALISED FAILURE, KERBS TO BE RE-SET AND RE-LEVELLED

EXISTING BUS FLAG TO BE RETAINED ON LIGHTING COLUMN

TEMPORARY RIGHT TURN BAY TO ALLOW A SAFER APPROACH TO THE TWO WAY SEGREGATED PATH FOR CYCLISTS.

TEMPORARY RIGHT TURN BAY SIGN FOR CYCLISTS TO BE MOUNTED ON EXISTING COLUMN

| | | | | | |
|--------|------------|-----|----------------------------------|----|----|
| S3-P03 | 07.05.2021 | AOS | DESIGN UPDATED | | |
| S3-P02 | 07.04.2021 | AOS | BUS LANE MARKING AREA RESURFACED | MD | PF |
| S3-P01 | 30.03.2021 | AOS | INITIAL ISSUE | MD | PF |

DRAWING STATUS

DETAILED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+44 (0) 207 314 5000, F+44 (0) 207 314 5111
wsp.com

PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 1

TITLE

GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 02 OF 03

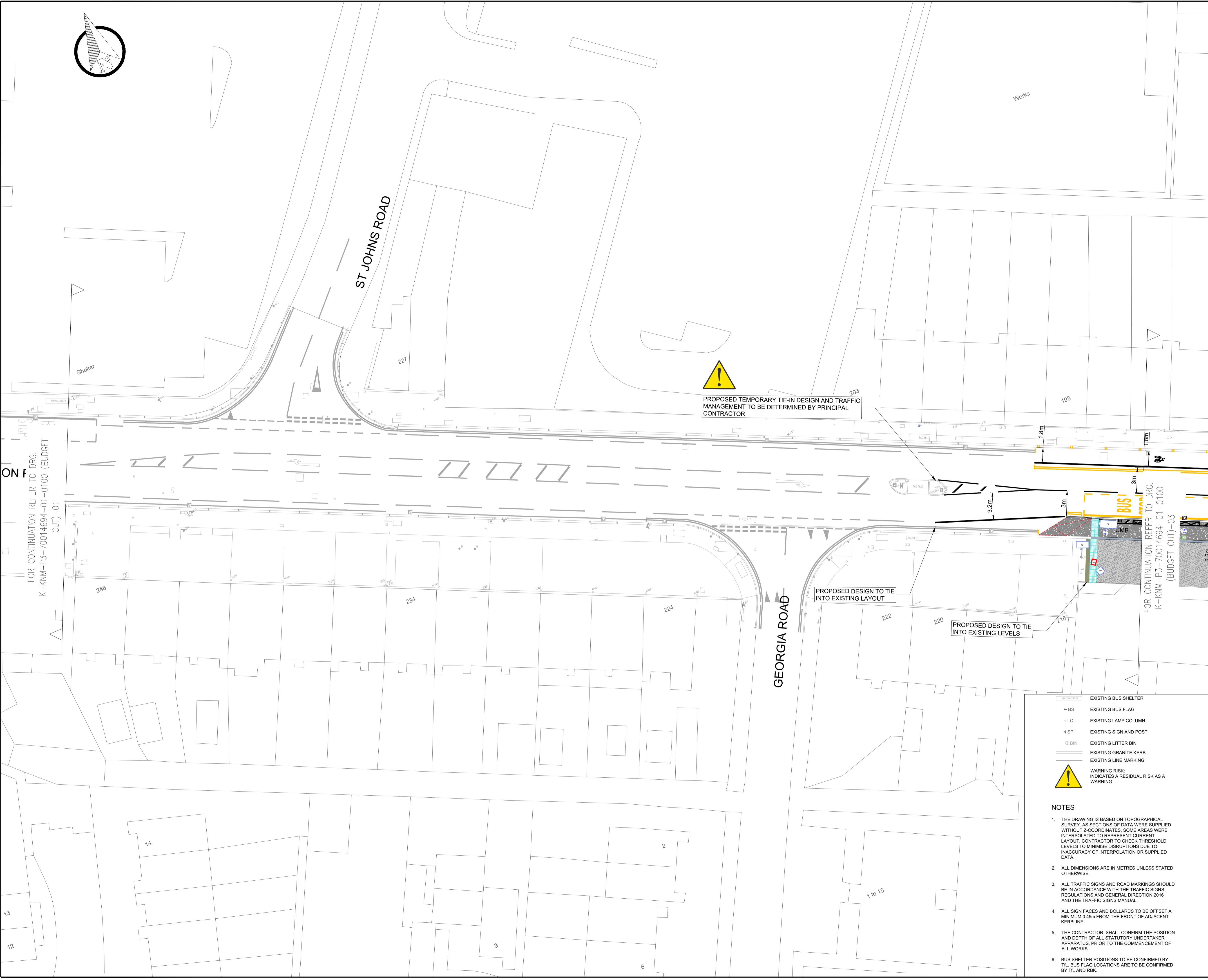
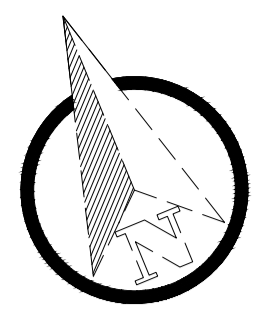
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| SCALE @ A1 | DATE | DESIGNED/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 09.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. **70014694**

| | |
|------------------------------|--------|
| DRAWING NO. | REV. |
| K-KNM-P1-70014694-01-0100-02 | S3-P03 |

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KEY

- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1/S SMA 14 BIN PMB DES WTR2
- PROPOSED 40mm THICK 20mm SMA C1942 WITH 65 PSV
- PROPOSED 40mm THICK 14mm SMA C1942 WITH 65 PSV
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- TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
- PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
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- EXISTING SERVICE COVER
- EXISTING LITTER CABINET
- EXISTING GULLY

PROPOSED TEMPORARY TIE-IN DESIGN AND TRAFFIC MANAGEMENT TO BE DETERMINED BY PRINCIPAL CONTRACTOR

PROPOSED DESIGN TO TIE INTO EXISTING LAYOUT

PROPOSED DESIGN TO TIE INTO EXISTING LEVELS

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100 (BUDGET CUT)-01

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100 (BUDGET CUT)-03

EXISTING BUS SHELTER

- EXISTING BUS SHELTER
- EXISTING BUS FLAG
- EXISTING LAMP COLUMN
- EXISTING SIGN AND POST
- EXISTING LITTER BIN
- EXISTING GRANITE KERB
- EXISTING LINE MARKING
- WARNING RISK: INDICATES A RESIDUAL RISK AS A WARNING

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| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|-----------------------------------|-----|-----|
| S3-P05 | 04.04.2022 | AOS | DESIGNED ITEMS AND TIE IN | | |
| S3-P04 | 21.09.2021 | AOS | UPDATED RSA RESPONSE AND HATCHING | MD | PF |
| S3-P03 | 30.06.2021 | AOS | MATERIAL UPDATE | MD | PF |
| S3-P02 | 07.05.2021 | AOS | SCHEME UPDATES | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

DETAILED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

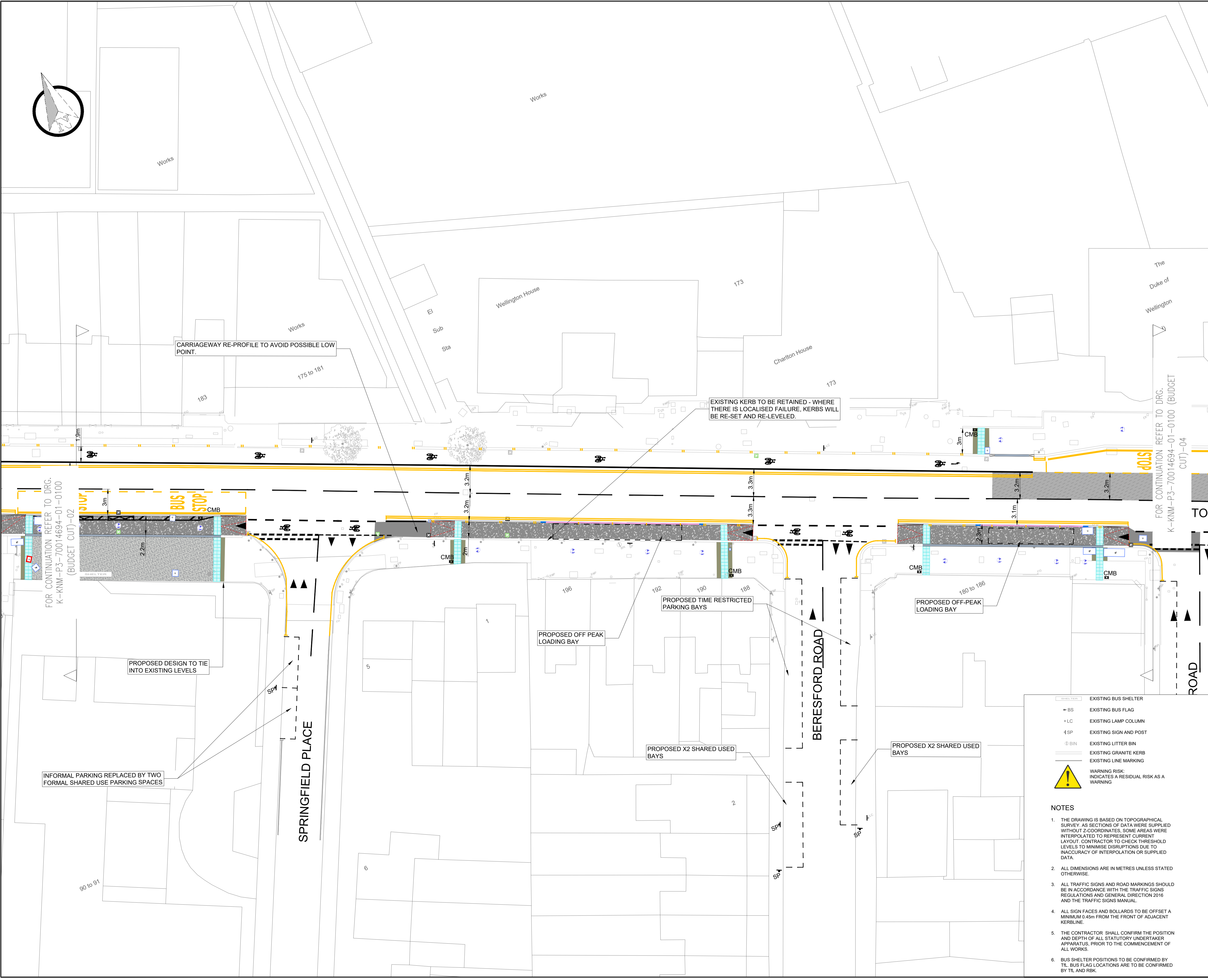
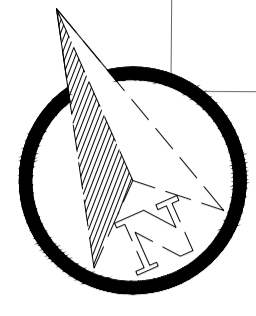
PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 02 OF 11

| SCALE @ A1 | DATE | DESIGNED/DRAWN | CHECKED | APPROVED | SHEET |
|------------|------------|----------------|---------|----------|-------|
| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. **70014694**

| DRAWING NO. | REV. |
|------------------------------|--------|
| K-KNM-P3-70014694-01-0100-02 | S3-P05 |



- KEY**
- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1/S SMA 14 BIN PMB DES WTR2
 - PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
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| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

DETAILED DESIGN



PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 03 OF 11

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
|------------|------------|--------------|---------|----------|-------|
| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO.
70014694

DRAWING NO.
K-KNM-P3-70014694-01-0100-03

REV.
S3-P05

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- EXISTING BUS SHELTER**
- BS EXISTING BUS FLAG
 - LC EXISTING LAMP COLUMN
 - SP EXISTING SIGN AND POST
 - BIN EXISTING LITTER BIN
 - GRAN EXISTING GRANITE KERB
 - LINE EXISTING LINE MARKING
- WARNING RISK:**
INDICATES A RESIDUAL RISK AS A WARNING

FOR CONTINUATION REFER TO DRG.
K-KNM-P3-70014694-01-0100
(BUDGET CUT)-02

FOR CONTINUATION REFER TO DRG.
K-KNM-P3-70014694-01-0100
(BUDGET CUT)-04

CARRIAGEWAY RE-PROFILE TO AVOID POSSIBLE LOW POINT.

EXISTING KERB TO BE RETAINED - WHERE THERE IS LOCALISED FAILURE, KERBS WILL BE RE-SET AND RE-LEVELLED.

PROPOSED DESIGN TO TIE INTO EXISTING LEVELS

INFORMAL PARKING REPLACED BY TWO FORMAL SHARED USE PARKING SPACES

PROPOSED OFF PEAK LOADING BAY

PROPOSED TIME RESTRICTED PARKING BAYS

PROPOSED OFF-PEAK LOADING BAY

PROPOSED X2 SHARED USED BAYS

PROPOSED X2 SHARED USED BAYS

SPRINGFIELD PLACE

BERESFORD ROAD

ROAD

Wellington House

Charlton House

The Duke of Wellington

Works

Works

Works

175 to 181

173

173

163

196

192

190

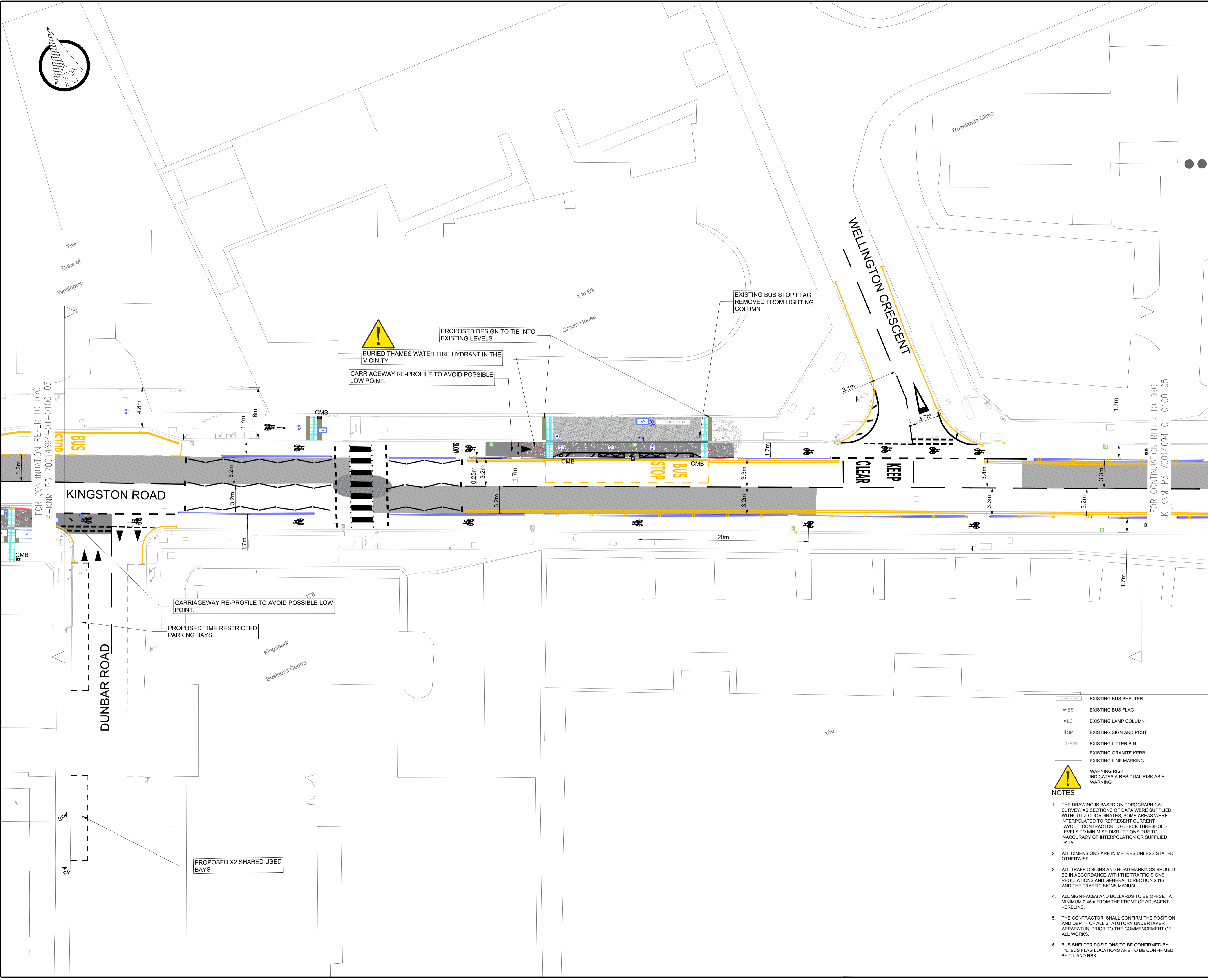
188

180 to 186

90 to 91

6

2



KEY

- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm Bi1S SMA 14 BIN PMB DES WTR2
- PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm Bi1S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
- PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1 (AS PER LOHAC STANDARD DETAIL 1100.09)
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| | | | | | |
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| S3-P04 | 21.09.2021 | ADS | UPDATED RSA RESPONSE AND HATCHING | | |
| S3-P03 | 30.06.2021 | ADS | MATERIAL UPDATE | MD | PF |
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DETAILED DESIGN

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wsp.com

PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

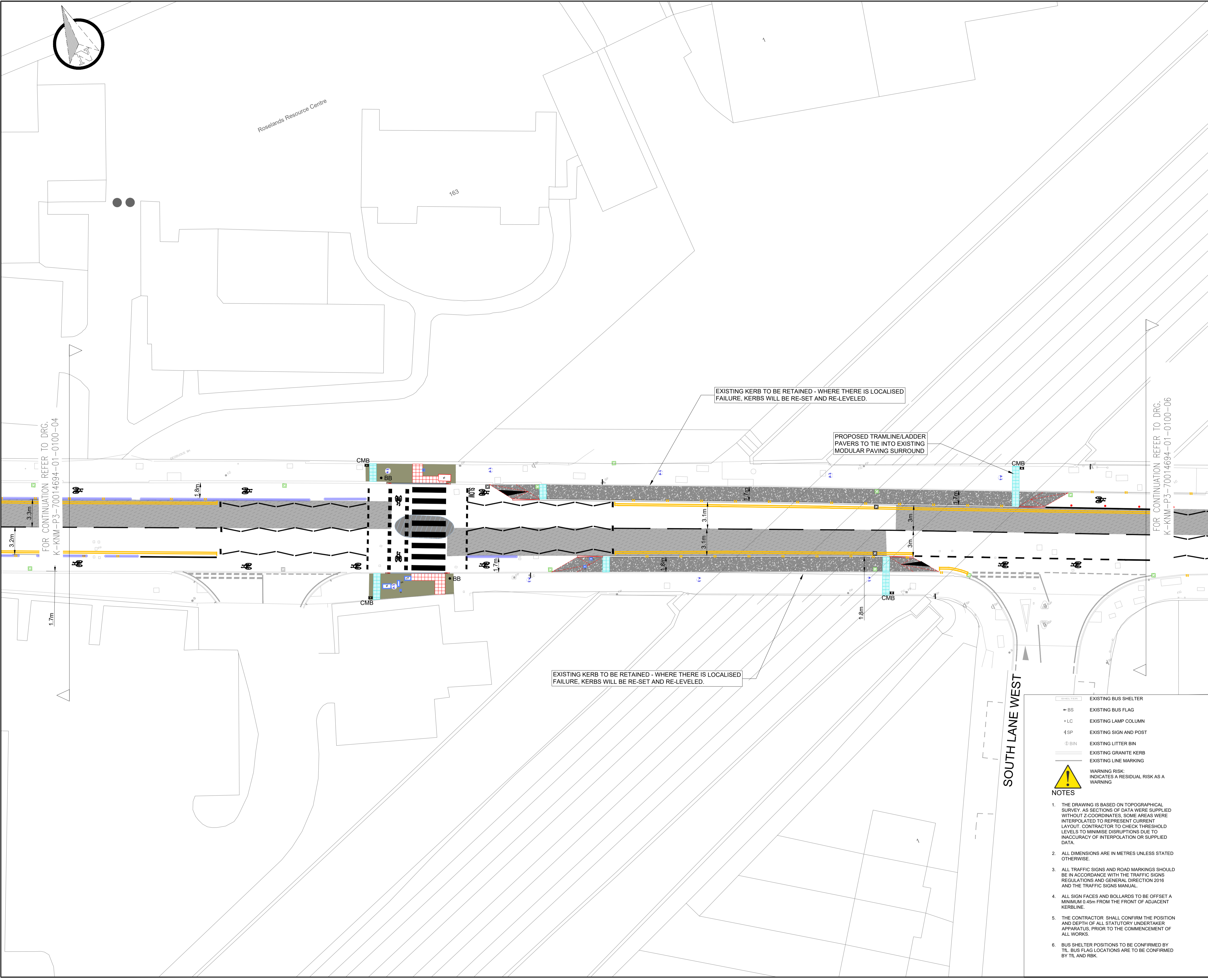
TITLE

GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 04 OF 11

| | | | | | |
|------------|------------|--------------|---------|----------|-------|
| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. 70014694

| | |
|------------------------------|--------|
| DRAWING NO. | REV. |
| K-KNM-P3-70014694-01-0100-04 | S3-P04 |



KEY

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- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm Bi1S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
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- PROPOSED ILLUMINATED GUIDE POST
- PROPOSED SIGN AND POST
- PROPOSED CYCLENASTER BOLLARD
- PROPOSED SIGN ON EXISTING STREET FURNITURE
- PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
- EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
- RELOCATED BUS STOP FLAG, EXACT LOCATION TO BE CONFIRMED BY TIL
- RELOCATED LITTER BIN
- EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
- EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL
- EXISTING SERVICE COVER
- EXISTING UTILITY CABINET
- EXISTING GULLY

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|-----------------------------------|-----|-----|
| S3-P04 | 21.09.2021 | AOS | UPDATED RSA RESPONSE AND HATCHING | | |
| S3-P03 | 30.06.2021 | AOS | MATERIAL UPDATE | MD | PF |
| S3-P02 | 07.05.2021 | AOS | SCHEME UPDATES | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

DETAILED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 05 OF 11

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
|------------|------------|--------------|---------|----------|-------|
| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

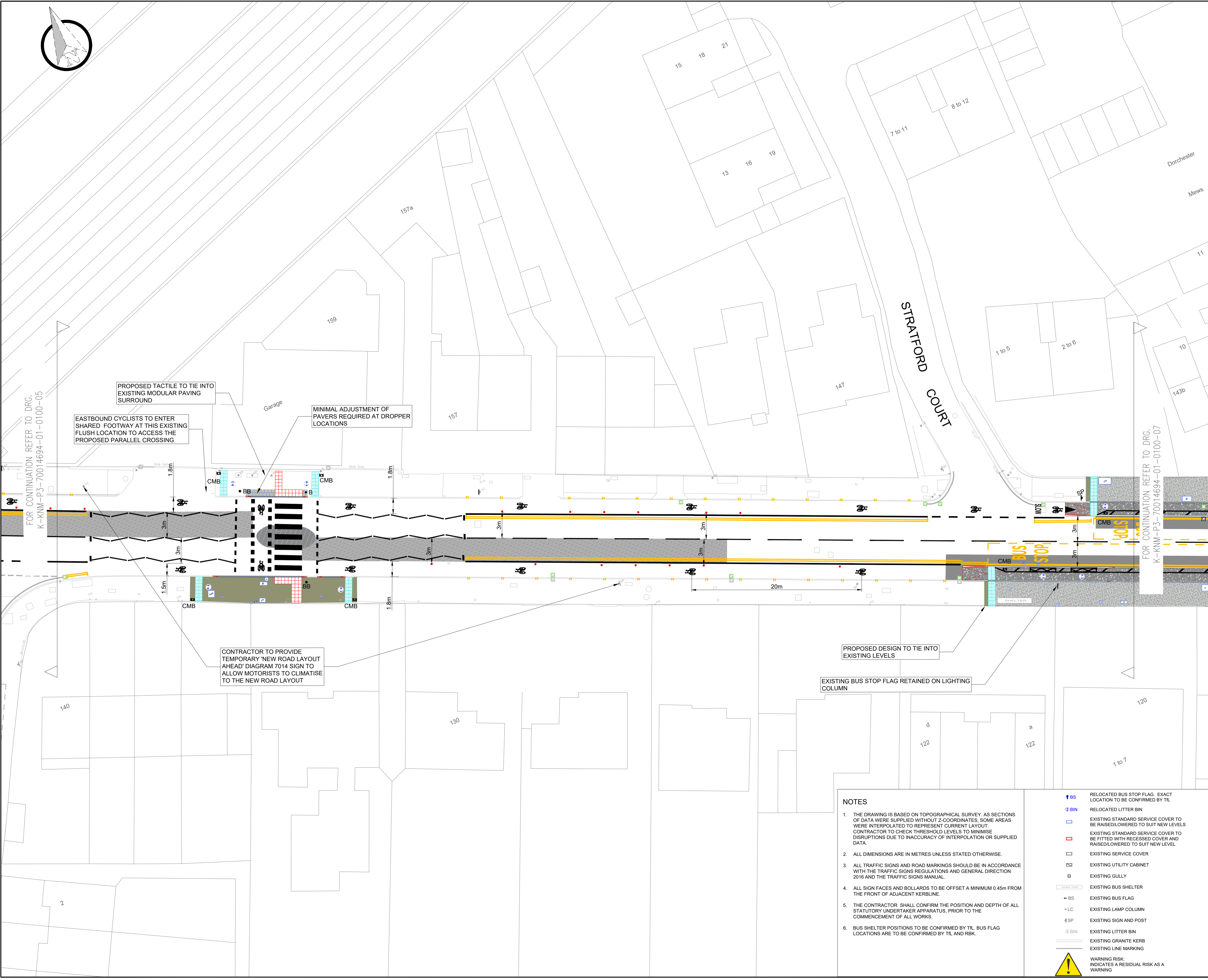
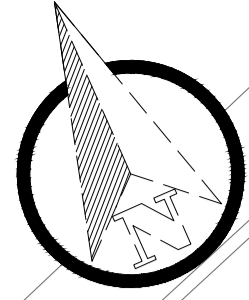
WSP PROJECT NO. **70014694**

| DRAWING No. | REV |
|------------------------------|--------|
| K-KNM-P3-70014694-01-0100-05 | S3-P04 |

- NOTES**
1. THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES, SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 3. ALL TRAFFIC SIGNS AND ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTION 2016 AND THE TRAFFIC SIGNS MANUAL.
 4. ALL SIGN FACES AND BOLLARDS TO BE OFFSET A MINIMUM 0.45m FROM THE FRONT OF ADJACENT KERBLINE.
 5. THE CONTRACTOR SHALL CONFIRM THE POSITION AND DEPTH OF ALL STATUTORY UNDERTAKER APPARATUS, PRIOR TO THE COMMENCEMENT OF ALL WORKS.
 6. BUS SHELTER POSITIONS TO BE CONFIRMED BY TIL. BUS FLAG LOCATIONS ARE TO BE CONFIRMED BY TIL AND RBK.

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-04

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-06



KEY

- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1/S SMA 14 BIN PMB DES WTR2
- PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm B1/S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
- PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE, 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1 (AS PER LOHAC STANDARD DETAIL 1100.09)
- PROPOSED LIGHT GREY ULTICOLOUR SMA 6mm SURF 40/60 WTR 1, 25mm THICK LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
- EXISTING MODULAR PAVERS TO BE RELAID
- TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
- PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN BUFF LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
- PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED
- PROPOSED 125x25mm BULL NOSED CONCRETE KERB LAID ON 150mm C18/20 WET LEAN CONCRETE (AS PER LOHAC STANDARD DETAIL 1100.10)
- PROPOSED 125x25mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED 200x200x60mm CYCLE DEMARCATION PAVING LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x25mm SPLOYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x25mm SPLOYED TO BULL NOSE TRANSITION CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED SHARED PATH ROUNDEL LINE MARKING
- PROPOSED MILESTONE 250mm WIDE
- PROPOSED CYCLE WANDS
- PROPOSED BELISHA BEACON
- PROPOSED BUS STOP FLAG
- PROPOSED ILLUMINATED GUIDE POST
- PROPOSED SIGN AND POST
- PROPOSED CYCLEMASTER BOLLARD
- PROPOSED BOLLARD
- PROPOSED SIGN ON EXISTING STREET FURNITURE
- EXISTING GULLY FRAME AND COVER TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
- EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)

| S3-P05 | 12.01.2022 | AOS | UPDATED RSA RESPONSE (ELM & PARALLEL CROSSING) | | |
|--------|------------|-----|--|-----|-----|
| S3-P04 | 21.09.2021 | AOS | UPDATED RSA RESPONSE AND HATCHING | MD | PF |
| S3-P03 | 30.06.2021 | AOS | MATERIAL UPDATE | MD | PF |
| S3-P02 | 07.05.2021 | AOS | SCHEME UPDATES | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |
| REV | DATE | BY | DESCRIPTION | CHK | APP |

REVISIONS

DETAILLED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
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wsp.com

PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE

GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 06 OF 11

| | | | | | |
|------------|------------|----------------|---------|----------|-------|
| SCALE @ A1 | DATE | DESIGNED/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

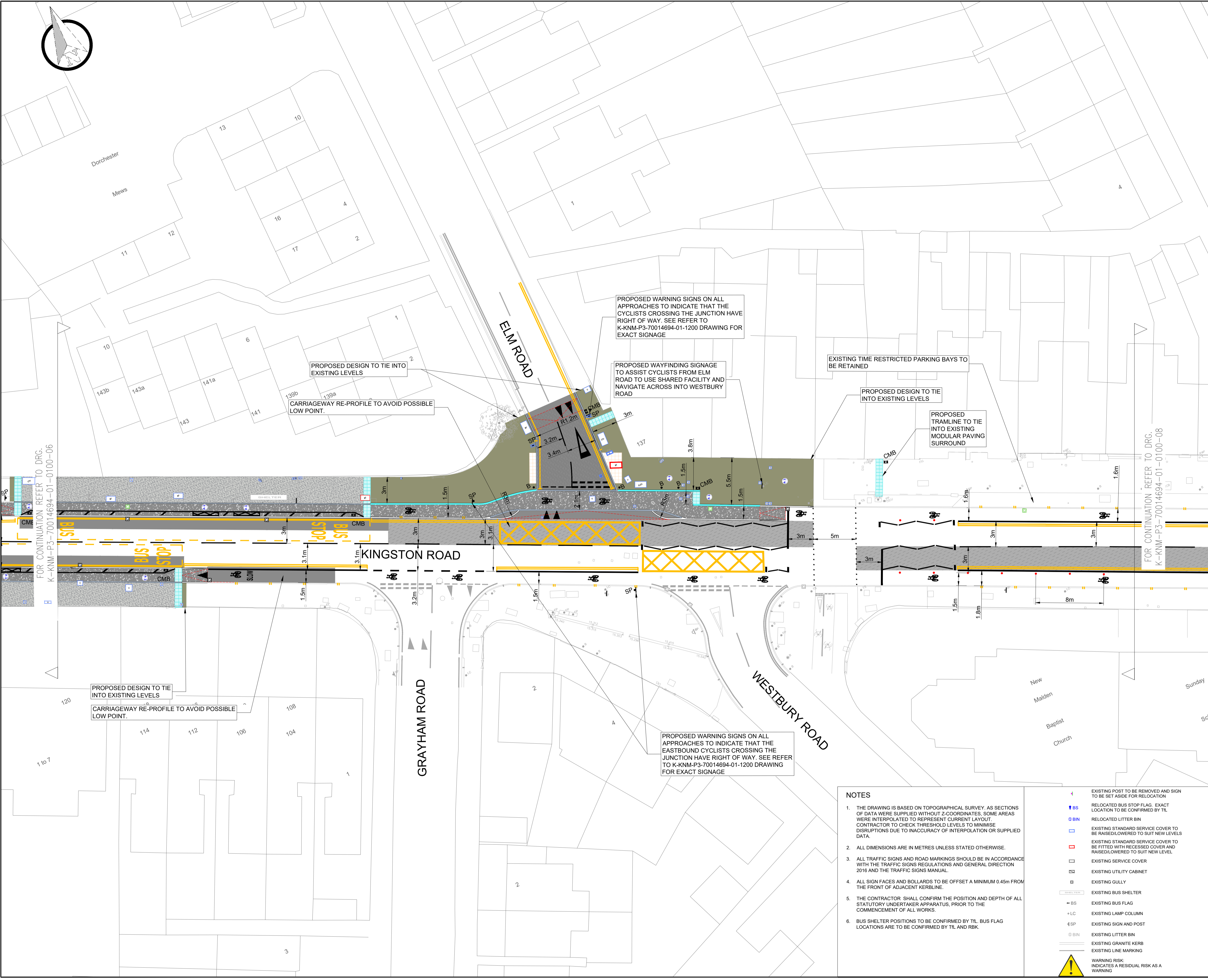
WSP PROJECT NO. 70014694

| | |
|------------------------------|--------|
| DRAWING NO. | REV |
| K-KNM-P3-70014694-01-0100-06 | S3-P05 |

NOTES

- THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES, SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
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- BUS SHELTER POSITIONS TO BE CONFIRMED BY TIL. BUS FLAG LOCATIONS ARE TO BE CONFIRMED BY TIL AND RBK.

| | |
|----------|---|
| BS | RELOCATED BUS STOP FLAG. EXACT LOCATION TO BE CONFIRMED BY TIL |
| BIN | RELOCATED LITTER BIN |
| [Symbol] | EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS |
| [Symbol] | EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL |
| [Symbol] | EXISTING SERVICE COVER |
| [Symbol] | EXISTING UTILITY CABINET |
| [Symbol] | EXISTING GULLY |
| [Symbol] | EXISTING BUS SHELTER |
| BS | EXISTING BUS FLAG |
| LC | EXISTING LAMP COLUMN |
| [Symbol] | EXISTING SIGN AND POST |
| BIN | EXISTING LITTER BIN |
| [Symbol] | EXISTING GRANITE KERB |
| [Symbol] | EXISTING LINE MARKING |
| [Symbol] | WARNING RISK INDICATES A RESIDUAL RISK AS A WARNING |



KEY

- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm Bi15 SMA 14 BIN PMB DES WTR2
- PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 50mm Bi15 SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
- PROPOSED 40mm THICK 14MM SMA CL942 WITH 65 PSV LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm THICK CONCRETE CLASS C16/20 (S14) (AS PER LOHAC STANDARD DETAIL 1100.09)
- PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1 (AS PER LOHAC STANDARD DETAIL 1100.09)
- PROPOSED LIGHT GREY ULTICOLOUR SMA 6mm SURF 40/60 WTR 1, 25mm THICK LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
- TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
- PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN BUFF LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
- PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED
- PROPOSED 125x25mm BULL NOSED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE (AS PER LOHAC STANDARD DETAIL 1100.10)
- PROPOSED 125x25mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED 200x200x90mm CYCLE DEMARCATION PAVING LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x25mm SPPLAYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x25mm SPPLAYED TO BULL NOSE TRANSITION CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED SHARED PATH ROUNDEL LINE MARKING
- PROPOSED MILESTONE 250mm WIDE
- PROPOSED CYCLE WANDS
- PROPOSED BELISHA BEACON
- PROPOSED BUS STOP FLAG
- PROPOSED ILLUMINATED GUIDE POST
- PROPOSED SIGN AND POST
- PROPOSED CYCLEMASTER BOLLARD
- PROPOSED BOLLARD (AS PER LOHAC STANDARD DETAIL 4000.01)
- PROPOSED SIGN ON EXISTING STREET FURNITURE
- RELOCATED SIGN ON PROPOSED SIGN POST
- PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
- EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|-----------------------------------|-----|-----|
| S3-P05 | 08.02.2022 | AOS | ELM ROAD JUNCTION RESCOPED DESIGN | | |
| S3-P04 | 21.09.2021 | AOS | UPDATED RSA RESPONSE AND HATCHING | MD | PF |
| S3-P03 | 30.06.2021 | AOS | MATERIAL UPDATE | MD | PF |
| S3-P02 | 07.05.2021 | AOS | SCHEME UPDATES | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

WSP

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wsp.com

PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 07 OF 11

SCALE @ A1: 1:200 DATE: 19.03.2021 DESIGN/DRAWN: AOS CHECKED: MD APPROVED: PF SHEET: A1

WSP PROJECT NO.: 70014694

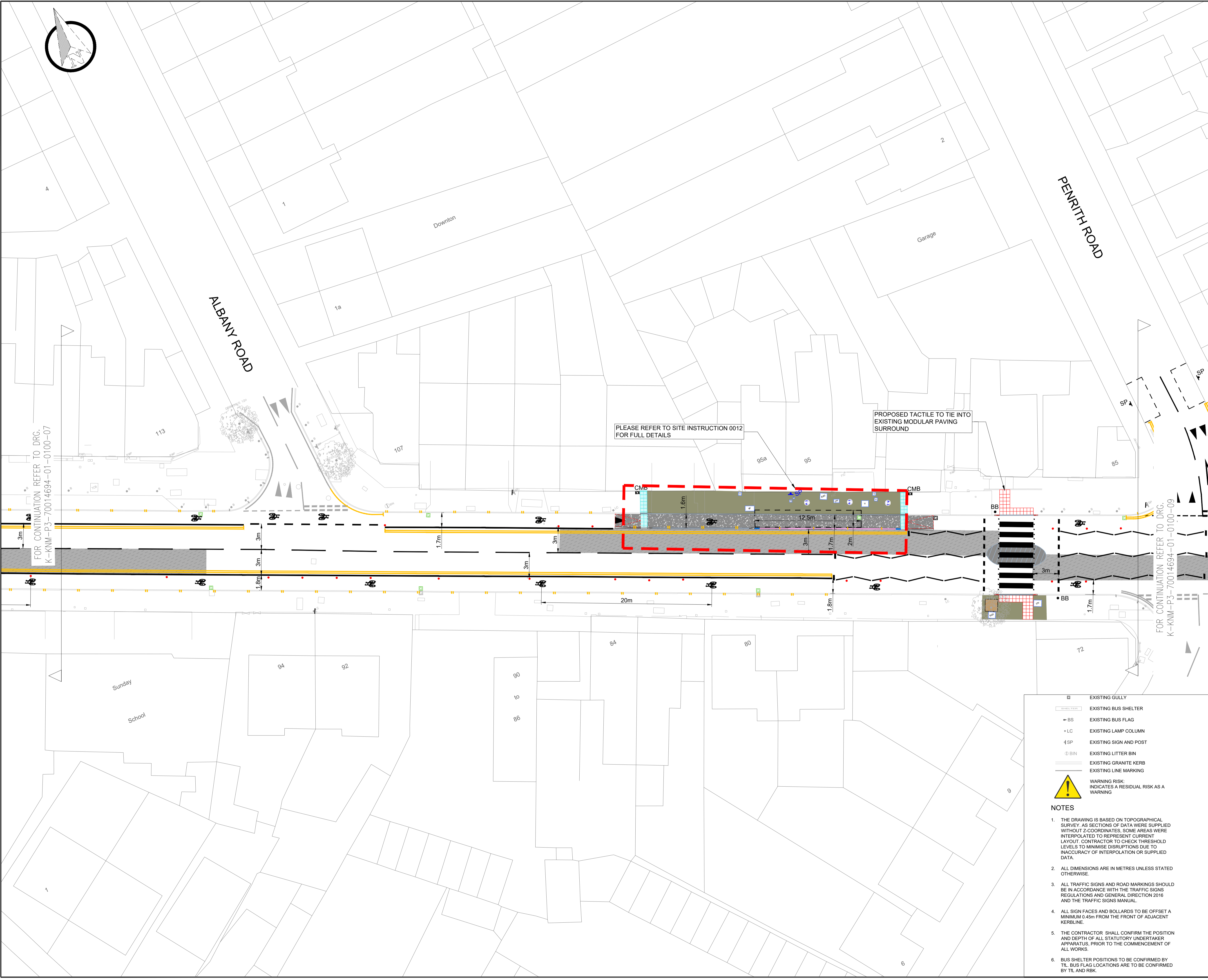
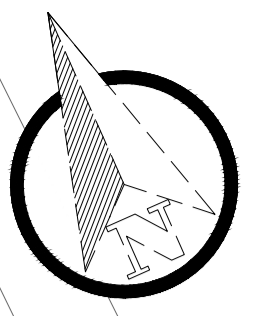
DRAWING NO.: K-KNM-P3-70014694-01-0100-07 REV: S3-P05

- NOTES**
- THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES, SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
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 - BUS SHELTER POSITIONS TO BE CONFIRMED BY TIL. BUS FLAG LOCATIONS ARE TO BE CONFIRMED BY TIL AND RBK.

- EXISTING POST TO BE REMOVED AND SIGN TO BE SET ASIDE FOR RELOCATION
- RELOCATED BUS STOP FLAG. EXACT LOCATION TO BE CONFIRMED BY TIL.
- RELOCATED LITTER BIN
- EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
- EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL
- EXISTING SERVICE COVER
- EXISTING UTILITY CABINET
- EXISTING GULLY
- EXISTING BUS SHELTER
- EXISTING BUS FLAG
- EXISTING LAMP COLUMN
- EXISTING SIGN AND POST
- EXISTING LITTER BIN
- EXISTING GRANITE KERB
- EXISTING LINE MARKING
- WARNING RISK INDICATES A RESIDUAL RISK AS A WARNING

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-06

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-08



KEY

- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1S SMA 14 BIN PMB DES WTR2
- PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm B1S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
- PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1 (AS PER LOHAC STANDARD DETAIL 1100.09)
- PROPOSED LIGHT GREY ULTRACOLOUR SMA 6mm SURF 40/60 WTR 1, 25mm THICK LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
- TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
- PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
- PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED
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- PROPOSED 125x25mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED 200x200x60mm CYCLE DEMARCATION PAVING LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x25mm SPLAYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x25mm SPLAYED TO BULL NOSE TRANSITION CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED SHARED PATH ROUNDEL LINE MARKING
- PROPOSED MILESTONE 250mm WIDE
- PROPOSED CYCLE WANDS
- PROPOSED BELISHA BEACON
- PROPOSED BUS STOP FLAG
- PROPOSED ILLUMINATED GUIDE POST
- PROPOSED SIGN AND POST
- PROPOSED CYCLEMASTER BOLLARD
- PROPOSED SIGN ON EXISTING STREET FURNITURE
- PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
- EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
- RELOCATED BUS STOP FLAG, EXACT LOCATION TO BE CONFIRMED BY TIL
- RELOCATED SIGN AND POST
- RELOCATED LITTER BIN
- EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
- EXISTING STANDARD SERVICE COVER TO BE FITTED WITH REGRESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL
- EXISTING UTILITY COVER
- EXISTING UTILITY CABINET

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-07

PLEASE REFER TO SITE INSTRUCTION 0012 FOR FULL DETAILS

PROPOSED TACTILE TO TIE INTO EXISTING MODULAR PAVING SURROUND

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-09

EXISTING

- EXISTING GULLY
- EXISTING BUS SHELTER
- EXISTING BUS FLAG
- EXISTING LAMP COLUMN
- EXISTING SIGN AND POST
- EXISTING LITTER BIN
- EXISTING GRANITE KERB
- EXISTING LINE MARKING


WARNING RISK
INDICATES A RESIDUAL RISK AS A WARNING

- NOTES**
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| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|-----------------------------------|-----|-----|
| S3-P05 | 04.04.2022 | AOS | ZEBRA CROSSING LINE MARKING | | |
| S3-P04 | 21.09.2021 | AOS | UPDATED RSA RESPONSE AND HATCHING | MD | PF |
| S3-P03 | 30.06.2021 | AOS | MATERIAL UPDATE | MD | PF |
| S3-P02 | 07.05.2021 | AOS | SCHEME UPDATES | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

DRAWING STATUS

DETAILED DESIGN



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wsp.com

PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

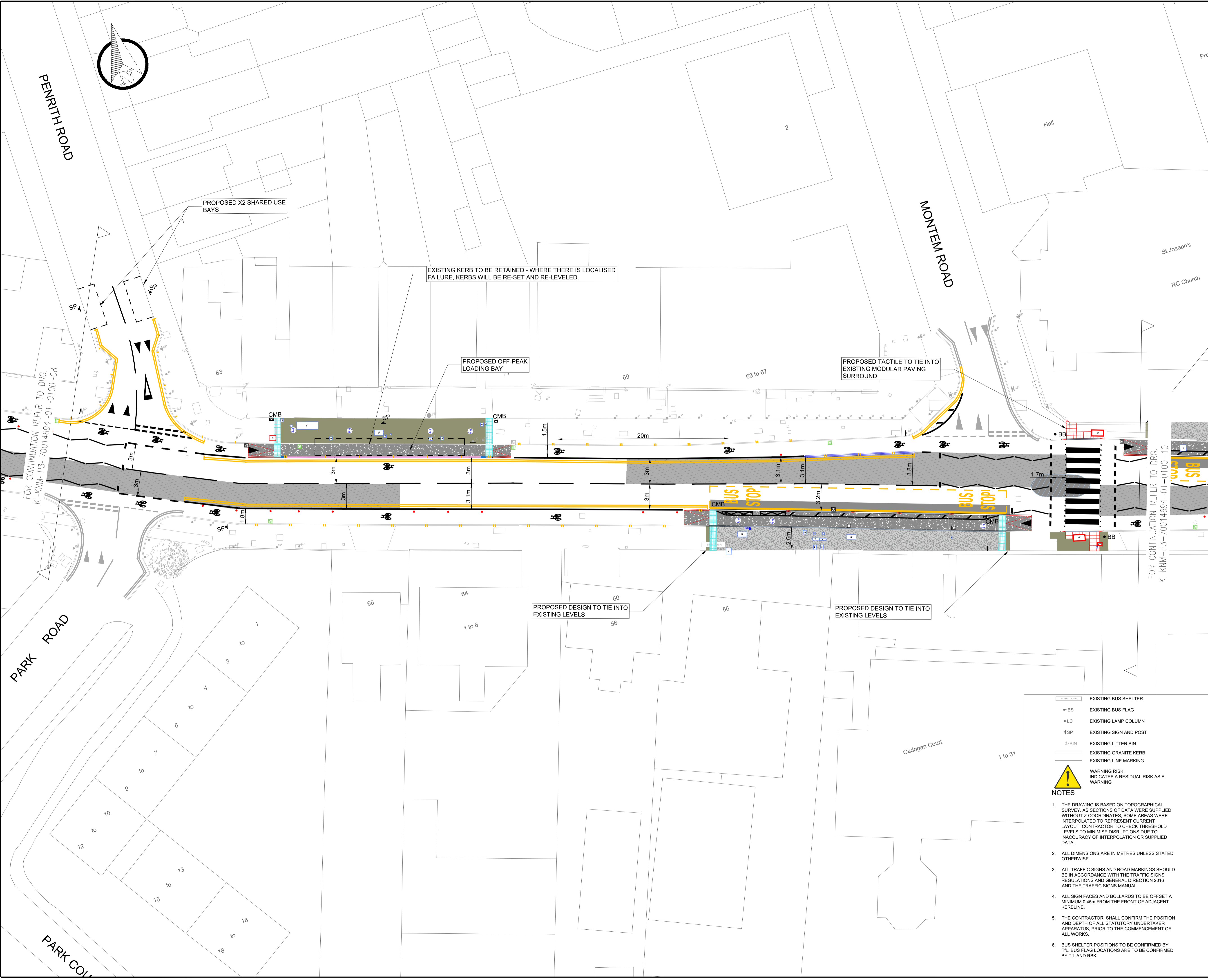
TITLE

GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 08 OF 11

SCALE @ A1: 1:200 DATE: 19.03.2021 DESIGN/DRAWN: AOS CHECKED: MD APPROVED: PF SHEET: A1

WSP PROJECT NO. 70014694

DRAWING NO. K-KNM-P3-70014694-01-0100-08 REV: S3-P05



KEY

- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm Bi1S SMA 14 BIN PMB DES WTR2
- PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm Bi1S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
- PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
- PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1 (AS PER LOHAC STANDARD DETAIL 1100.09)
- PROPOSED LIGHT GREY ULTRACOLOR SMA 6mm SURF 40/60 WTR 1, 25mm THICK LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
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- PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
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- PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
- PROPOSED 200x200x60mm CYCLE DEMARCATION PAVING LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x255mm SPLOYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED 125x255mm SPLOYED TO BULL NOSE TRANSITION CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
- PROPOSED YELLOW LINE MARKING
- PROPOSED WHITE LINE MARKING
- PROPOSED SHARED PATH ROUNDLE LINE MARKING
- PROPOSED MILESTONE 250mm WIDE
- PROPOSED CYCLE WANDS
- PROPOSED BELISHA BEACON
- PROPOSED BUS STOP FLAG
- PROPOSED ILLUMINATED GUIDE POST
- PROPOSED SIGN AND POST
- PROPOSED CYCLOMETER BOLLARD
- PROPOSED SIGN ON EXISTING STREET FURNITURE
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- EXISTING UTILITY CABINET
- EXISTING GULLY

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|--------|------------|-----|-----------------------------------|----|----|
| S3-P04 | 21.09.2021 | ADS | UPDATED RSA RESPONSE AND HATCHING | | |
| S3-P03 | 30.06.2021 | ADS | MATERIAL UPDATE | MD | PF |
| S3-P02 | 07.05.2021 | ADS | SCHEME UPDATES | MD | PF |
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| REV | DATE | BY | DESCRIPTION | CHK | APP |
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DETAILED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
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wsp.com

PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE: GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 09 OF 11

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| SCALE @ A1 | DATE | DESIGNED/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

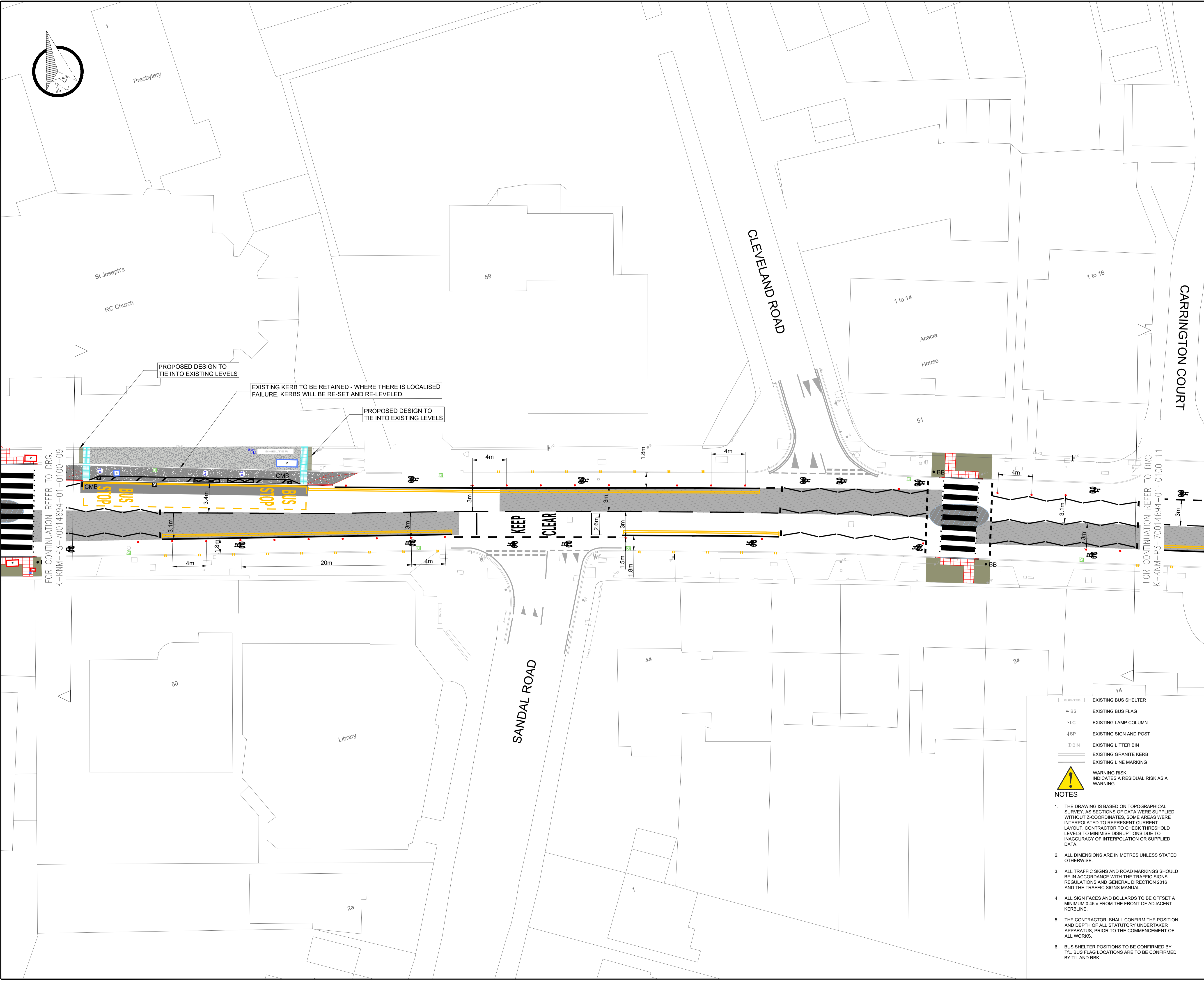
WSP PROJECT NO. 70014694

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| DRAWING No. K-KNM-P3-70014694-01-0100-09 | REV. S3-P04 |
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- NOTES**
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FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-08

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-10



- KEY**
- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm Bi1S SMA 14 BIN PMB DES WTR2
 - PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
 - PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 50mm Bi1S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
 - PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
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 - TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
 - PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 - PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
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 - PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
 - PROPOSED 200x200x60mm CYCLE DEMARCATION PAVING LAID ON 150mm C16/20 WET LEAN CONCRETE
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 - EXISTING GULLY

PROPOSED DESIGN TO TIE INTO EXISTING LEVELS

EXISTING KERB TO BE RETAINED - WHERE THERE IS LOCALISED FAILURE, KERBS WILL BE RE-SET AND RE-LEVELLED.

PROPOSED DESIGN TO TIE INTO EXISTING LEVELS

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-09

FOR CONTINUATION REFER TO DRG. K-KNM-P3-70014694-01-0100-11

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DRAWING STATUS

DETAILED DESIGN

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PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE

GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 10 OF 11

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
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| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. **70014694**

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| DRAWING No. K-KNM-P3-70014694-01-0100-10 | REV. S3-P04 |
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FOR CONTINUATION REFER TO DRG.
K-KNM-P3-70014694-01-0100-10

5 to 14
PROPOSED TEMPORARY TIE-IN DESIGN AND TRAFFIC MANAGEMENT TO BE DETERMINED BY PRINCIPAL CONTRACTOR

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PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 3

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 11 OF 11

| SCALE @ A1 | DATE | DESIGNED/DRAWN | CHECKED | APPROVED | SHEET |
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| 1:200 | 19.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. **70014694**

| DRAWING NO. | REV. |
|------------------------------|--------|
| K-KNM-P3-70014694-01-0100-11 | S3-P04 |

Gemma Jacob

From: Helen Cansick
Sent: 16 May 2022 16:45
To: [REDACTED]@kingston.gov.uk'
Cc: Katherine Abraham; Darek Podwiazka; Catharine Mcewan; James O'Keeffe; James Pickard
Subject: Go Cycle Kingston - Clarity on borough funding
Attachments: MGLA210422-9449 Will Norman to Cllr Archer Go Cycle April 2022 130522.pdf

Dear [REDACTED]

You asked for clarity on TfL's position over funding for Kingston's Go Cycle programme. At the same time, Cllr Archer has requested this clarity from Will Norman, Walking and Cycling Commissioner; I attach our response to her here, which has been sent today. Apologies for the delay in our response to you, but I hope this sets out our current understanding of the situation clearly for you.

In short, it has not been possible to allocate any further funding for cycle schemes in Kingston. As you know, in the latest funding agreement there was no additional government allocation provided specifically for Active Travel - and TfL has therefore had to find the funding in this latest allocation from within our existing constrained budget, which is based on a "managed decline" scenario. The allocations to boroughs were guided and endorsed by the Active Travel Oversight Group (ATOG), a meeting stipulated within the DfT funding agreement to provide central Government oversight on how London's active travel funding is allocated.

TfL has remained supportive of Kingston's Go Cycle programme, and provided funding in line with borough requests. However, costs have increased significantly, and there have been multiple requests for funding to complete schemes, including the latest request for £1.3m.

In May 2020 at the start of the pandemic, in discussion with TfL officers, the borough requested £3.5m to complete all their Go Cycling schemes in construction, which included Kingston station hub, Kingston Station Riverlink, Kingston to Kingston Vale Go Cycle and the final 1.5km of Ewell Road for completion using temporary materials. This request also included £1.5m to finalise designs and construct the Kingston to New Malden cycle route (referred to as Cambridge Road in our system, and Kingston Road in your letter).

£2m was initially provided for the schemes in construction to avoid safe stopping and associated compensation payments to contractors. A further £1.045m was agreed later in that financial year split between a further £800k to complete Ewell Road and £245k to complete design and start construction on the Cambridge Road scheme. In total, £3.045m was paid to Kingston in FY 20/21 from the active travel funding allocation which TfL received from central Government, and in this, there was an expectation that Ewell Road would be completed in temporary materials.

In FY 2021/22, £1.9m was requested. £1.2m of this was for Cambridge Road (referred to as Cambridge Avenue in the request) and a further £700k for completion of Ewell Road. TfL agreed to funding from our Borough Cycling allocation for Cambridge Road (as the amount requested aligned to the earlier EFC estimate of £1.5m) and £400k has so far been claimed for this scheme. However, the TfL borough cycling team did not agree to the additional funding for Ewell Road, as according to our records, this scheme had received two previous allocations which had both been submitted to "complete construction" on this scheme. No clear explanation was provided as to why the additional funding was required.

I understand that you therefore decided to use your Local Implementation Plan funding and a further £700k was requested via the LIP Corridor Programme to fund the completion of the Ewell Road scheme, which has now been claimed.

I understand that there is still an unclaimed £800k for Value of Work Done associated with the Cambridge Road scheme.

From our records, we have met each request for funding to complete the schemes, and yet a further £1.3m is required. Aside from the issue that we have no available budget to allocate, I would like my team to work with your officers to explore why the costs on these two final Go Cycling schemes have increased so significantly and how we can collectively ensure that the schemes are completed safely and at a reasonable cost. I am told that the matter of spiralling costs for Kingston cycling schemes is not a new issue, and therefore before any new cycling initiatives are progressed, we need to agree an approach which ensures value for money and effective cost control.

I would like to arrange a meeting in person with our collective teams to resolve this, so perhaps we can schedule something at a time that suits us all; let me know any dates that would work for you.

Yours sincerely, Helen

Helen Cansick (*She/Her*)

Head of Programme Sponsorship

 TRANSPORT FOR LONDON

Surface Transport | Investment Delivery Planning |

  [@tfl.gov.uk](mailto: [redacted]@tfl.gov.uk)



If you receive an email from me outside of core working hours, please do not feel obliged to respond.

TfL RESTRICTED



Cllr Stephanie Archer

██████████@kingston.gov.uk

Will Norman

Transport for London
Palestra
197 Blackfriars Road
London
SE18NJ

██████████
██████████@tfl.gov.uk

DATE

Dear Cllr Archer

Thank you for your email regarding Transport for London (TfL)'s position with respect to further funding for the Go-Cycle schemes in the Royal Borough of Kingston upon Thames (RBK).

I want to thank you for your continued work supporting the growth of cycling in RBK and across London. It is only through working in close partnership between the Greater London Authority, TfL and boroughs that we can achieve our shared priorities on active travel.

You may recall from the letter that TfL sent to Ian Thomas in March (attached), it has not been possible to allocate any further funding for cycle schemes in Kingston.

As you know, in the latest funding agreement there was no additional government allocation provided specifically for Active Travel - and TfL has therefore had to find the funding in this latest allocation from within our existing constrained budget, which is based on a "managed decline" scenario. The allocations to boroughs were guided and endorsed by the Active Travel Oversight Group (ATOG), a meeting stipulated within the DfT funding agreement to provide central Government oversight on how London's active travel funding is allocated.

However, since May 2020, TfL has been committed to enabling RBK to complete your Go Cycle programme, in line with the requests for funding submitted by the borough, which have been described as the amount needed to complete the schemes you refer to in your letter.

TfL has confirmed that the following funding has been provided since May 2020:

- £2.0m to complete Go Cycle schemes which were in construction at the start of the pandemic (including £800k for completing Ewell Road)

- £1.045m to progress Cambridge Road (which you refer to as Kingston Road) and complete Ewell Road (£800k)
- £1.2m to construct Cambridge Road
- £0.7m to complete Ewell Road

Given the funding provided already, TfL is concerned about why the borough requires a further £1.3m to complete schemes which they understood to be fully funded through to completion.

When we met in January, the level of detail set out above was not available to us, and therefore you will recall that we discussed options for further funding. There was an action for the borough to explore whether there would be any opportunity for the borough to bridge the gap until TfL received further Government funding. Whilst I understand the cost pressures, it's disappointing to hear from TfL that no further progress has been made on securing funding from within the borough.

TfL colleagues have previously raised questions at officer level about the costs of cycle schemes in Kingston. I have asked TfL to work with [REDACTED] and his team to understand why further funding is required.

We hope to receive further funding from central Government ahead of the expiry of the current settlement deal on 24 June. At this stage, we will be in a position to understand funding availability for future borough schemes.

In the meantime, I hope that this helps clarify the position for you - please do get in touch with either Helen Cansick ([REDACTED]@tfl.gov.uk) or Katherine Abraham ([REDACTED]@tfl.gov.uk) directly should you wish to discuss further.

Leave sign off blank

Will Norman
Walking & Cycling Commissioner

WILL NORMAN'S OFFICE ADVICE NOTES

(TO BE COMPLETED BY DRAFTING OFFICER)

| | |
|---|---|
| Drafted By: Or (delete either option as appropriate) Drafted by: XXXX obo XXXX (enter name of team or officer) | <i>Catharine McEwan, Engagement Officer</i> |
| Unit/Team: | <i>Local Communities & Partnerships, South Team</i> |
| Cleared by (Line Manager): This includes approval of text used in ' as appropriate ' section - <i>commending their work e.g. relevance/importance/value to community/City/society xxxxx</i> | <i>Poppy Windsor, South Team Lead</i> |

Timeline

| | |
|---|--|
| Date - Draft reviewed by Transport Team: | |
|---|--|

Background/Comments:

Add additional information here:

If correspondence is urgent:

Provide reason(s) for urgency and specify if correspondence needs to be sent out by a certain date (if different to Write On 20-day deadline).

Gemma Jacob

From: [REDACTED]
Sent: 28 February 2022 10:38
To: Chambers Steve (ST)
Cc: Darek Podwiazka; Stuart Copeland; [REDACTED]
Subject: Hawk Rd J/W Cambridge road
Attachments: 70014694-01-WSP-P01-X-SK-HI-0005 (Op 4).pdf

Hi Steve,

As discussed in our last liaison meeting, I am keen to confirm the booking for your team to undertake the reorganisation of the above junction this summer, preferably between June to August 22. The works involve relocation of traffic islands and moving kerbs lines which, in turns, means a lot of traffic signal relocation.

We are honing on a design that has been modeled at a high level and now being modelled in detail. The result will be available next month. I enclosed the draft design for your info and for you to start a time and cost estimation.

I have already engaged with local councillors and we have our contractor lined-up too.

Could you please confirm the booking of those works asap please? and let me know if there is anything else you need from me, like the TfL traffic signal form you usually send us for formal commissioning of the works.

Thank you

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



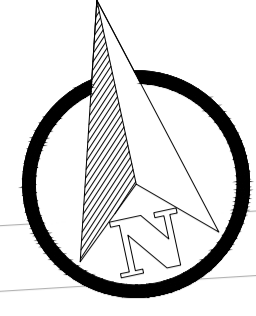
Telephone : [REDACTED]



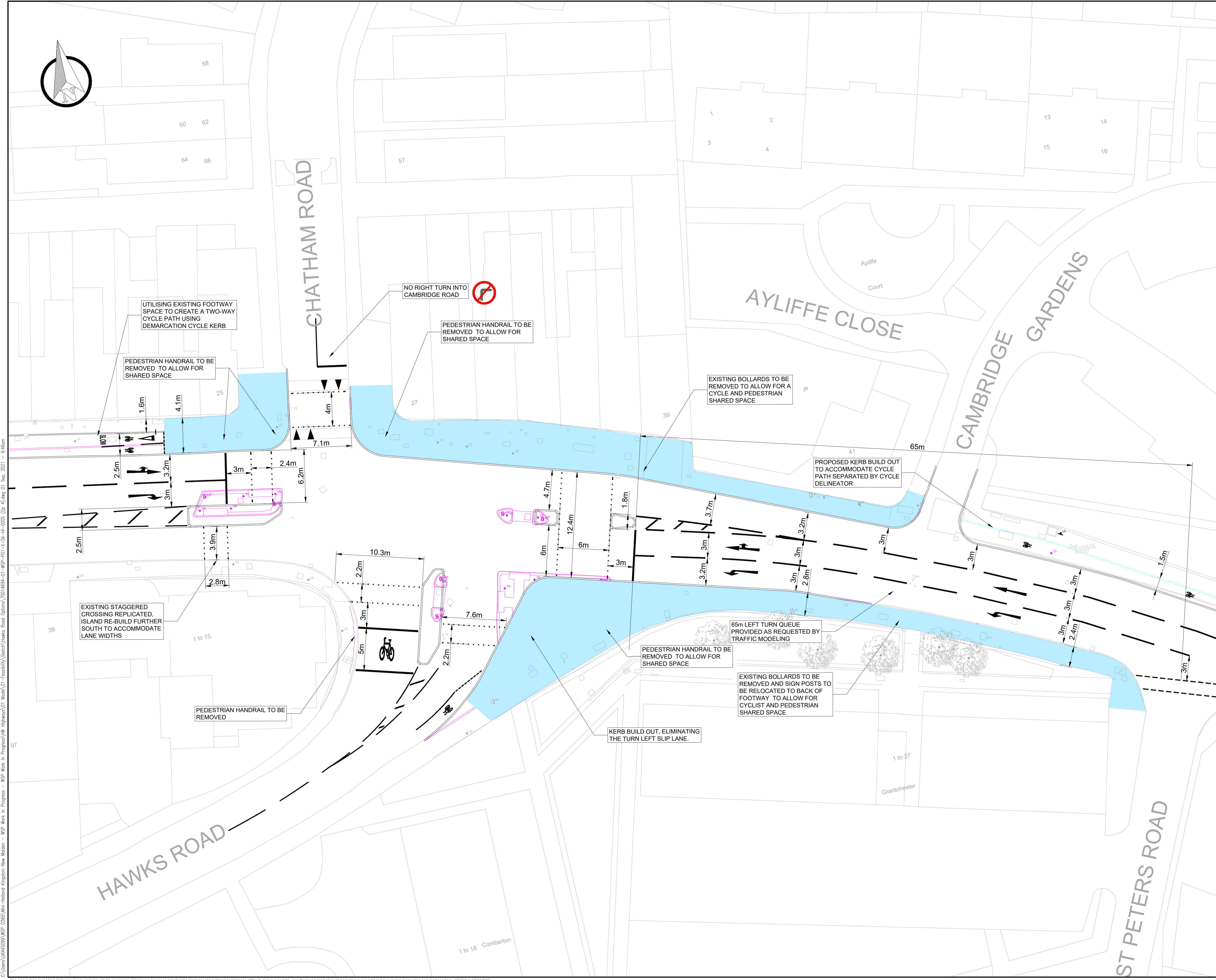
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The population is growing, but the spaces for travelling around are not. So we need to be smart and creative about transport to keep Kingston moving for a bright and prosperous future.

www.kingston.gov.uk/go



| KEY | |
|-----|---|
| | PROPOSED CYCLE AND PEDESTRIAN SHARED AREA |
| | PROPOSED GRANITE KERB |
| | PROPOSED WHITE LINE MARKING |
| | EXISTING GRANITE KERB |
| | EXISTING LINE MARKING |
| | EXISTING KERB TO BE REMOVED |



| REV | DATE | BY | DESCRIPTION | CHK | APP |
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| S1-P01 | 01.09.2021 | AOS | INITIAL ISSUE | | |

DRAWING STATUS: SKETCH

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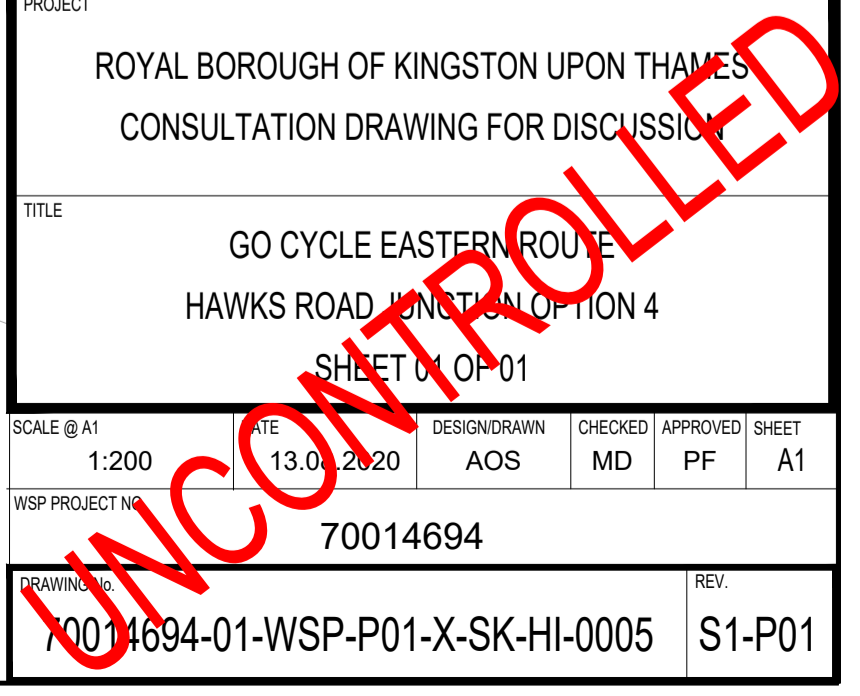
PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES
CONSULTATION DRAWING FOR DISCUSSION

TITLE: GO CYCLE EASTERN ROUTE
HAWKS ROAD JUNCTION OPTION 4
SHEET 01 OF 01

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
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Gemma Jacob

From: Chambers Steve (ST)
Sent: 29 April 2022 09:58
To: [REDACTED]
Cc: Darek Podwiazka; Stuart Copeland
Subject: Kingston works

Hi [REDACTED]

It was good to talk to you this morning, Here's a summary of the outstanding works:-

- **23/216** - Penrhyn Road – Kingston College was completed and commissioned on the 22/04/2022
- **23 /185** - Ewell Road – Oakhill Crescent to 90% of civils works completed, Funding received from Kingston, works on hold for funding for the remaining civils works
- **23/127** - Ewell Road – Ditton Road – Kingsdowne Road, no funding available, for light touch design works
- **23/013** - Cambridge Road – Hawks Road – Chatham Road – with TfL Engineering for design
- **23/094** - A308 Kingston Hill – B351 Queens Road, snagging works for Kingston are hospital exit / phase D stop line to be re-painted and Phase B stop line to be extended across cycle lane, no funding for the Telent works has not been received from Kingston.
- **23/184** – Ewell Road – Red Lion Road – On hold for funding

Regards

Steve Chambers

Project Manager – ITS – Tunnels, Pump stations and River Piers
Surface Transport | Projects and Programmes Directorate | Assets
Palestra House | 8th floor – 8Y5 | 197 Blackfriars Road | London SE1 8NJ
Mobile: [REDACTED] E-mail: [REDACTED]@tfl.gov.uk



EVERY JOURNEY MATTERS



Gemma Jacob

From: Katherine Abraham
Sent: 20 July 2022 17:27
To: Darek Podwiazka
Cc: Helen Cansick; James O'Keeffe
Subject: RE: 3141054- 0121/0223

Thanks Darek – please do draw Kingston's attention to this... I might argue that some of this work is safety critical. Katherine

From: Podwiazka Darek <[REDACTED]@tfl.gov.uk>
Sent: 20 July 2022 17:15
To: Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>
Cc: Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>
Subject: RE: 3141054- 0121/0223

Hi Katherine,

Thanks for this.

As you know we have working to resolve the on-going issues with respect to the 'unfinished' bus infrastructure relating to the uncompleted Go Cycle schemes in Cambridge Road and Ewell Road. This had come up in a number of conversations and site visits with the previous Go Cycle Team who consistently claimed that "lack of funding" was the main reason the outstanding bus shelter works were incomplete.

Ian Baker as the new lead is fully aware of the issues as is his Principal Engineer [also new to the scheme] – when challenged both claim further funding was needed to get the aforementioned issues resolved.

I will raise this again with Ian and touch base with Andy Nunney – although in fairness we have been in discussion with Collin Stephens (Infrastructure) and Markus Hunter (Bus Ops) throughout my tenure as Sponsor on these schemes to find a solution so none of this should be a surprise to their colleagues.

Kind rgs
Darek

From: Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>
Sent: 20 July 2022 14:52
To: Podwiazka Darek <[REDACTED]@tfl.gov.uk>
Cc: Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>
Subject: FW: 3141054- 0121/0223
Importance: High

Hi Darek,

This has been brought to my attention from asset ops. Can you please take the emotion out of the below, and share with Kingston. I have discussed with Helen and we think that first approach should be positioned such that they rectify these matters at their own cost, (they knew that money was limited and a safe stop was likely, but seemed to have failed to plan for that).

James – to note in case we need to find funding from your magic hat!

Regards

Katherine

TfL RESTRICTED

From: Niccolls Ronald (ST) [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 15 July 2022 14:44
To: Oliver Gary (ST) <[REDACTED]@tfl.gov.uk>
Cc: Nunney Andy (ST) [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: FW: 3141054- 0121/0223
Importance: High

Hi Gary

I have spoken to Andy and have also been on a site visit with him to view the shelters and surrounding footway in question. The condition that the assets have been left in is very poor and creates an unnecessary.

There has to be more communication from the PM's with the Area Teams collectively. From start to end. PM's who carry out schemes within our network do not at any stage communicate with us to identify if there are any problematic issues on the network prior to committing to thousands of pounds to a project and not bothering to iron out the underlying defects before simply rushing through to get the project over the line then you do not hear from them and on most occasions such as this one left with the mess.

Please read Andy's email below. This should be escalated to Carl ASAP before word gets out and fingers are pointed in our direction.

Kind Regards
Ron

From: Nunney Andy (ST)
Sent: 13 July 2022 12:13
To: Niccolls Ronald (ST) [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: FW: 3141054- 0121/0223
Importance: High

Hi Ron

I would like to draw your attention to the possible predicament and back lash AMD may come under due to the withdrawal of funding by TfL (cycling) to complete bus stop & shelter works along Ewell Road part of the Kingston Go Cycle Scheme (Kingston to Tolworth) funding.

The emails below relate to not only the failure of Kingston Council to deliver there TfL funded Go Cycle Project but the impact this is now has on uncompleted bus stop & shelter works as we have now been left in complete disarray with part completed jobs due to the funding withdrawal and no known future funding in place to complete these essential works apparently..

I may be wrong but it looks like PPD were using project codes to pay for the stop & shelter works which has now been stopped, if they would have followed procedure and raised SMR & SSRs to generate quotes for all the third party or council scheme works this would have resulted in a PO being generated upfront to fund all works before they started, but as far as I am aware they didn't follow AMD procedure or policy to recover costs and both we and our passengers are now left in appalling mess.

If ever there was a clear case as to why PPD shouldn't be the ones carrying out project works as well as shelter upgrades this is it, not only are we left with stop & shelter works part or not completed but an over budget, over run project (7 years so far) and incomplete scheme by both the borough & TfL Cycling to which TfL has funded.

Our passengers, pedestrians and cyclists are now having to suffer this poor quality of service from the borough & TfL due to poor management and performance of all those within TfL involved in this Go Cycle Scheme.

Are we able to add pressure over this internally so the outstanding works can be completed so our customers are not paying the price for someone else's mistakes or be left with egg on our faces as the asset owner?

This disaster also involves the route 265 still being on diversion away from its official standpoint resulting in it being unable to serve 4 or 5 of its normal bus stops in Tolworth, another disbenefit to our customers.. I have listed below the works that are outstanding and those additional works that require completing to get route 265 back to normal line of route and its standpoint.

Eventually, this will get picked up by the press as already on social media and TfL are going to come out of this looking very bad as the borough will ultimately blame TfL having signed off these Go Cycle Schemes at high level including late changes made to some locations to include 3 new floating island stops (none of which have completed stop or shelter works on them) and to then failing to fund the schemes to completion.

Minor Works:-

- Shelter 0121/1929 Shelter SMR issued to turn shelter around to back of path. (see photo) order 2936777 at status (0225 Works Committed – On Hold) (cost to complete on confirm) £4,079.15. Who raised the order, why on hold?
- Shelter 0121/5508 Shelter SMR issued to relocate shelter onto new floating island as currently sitting half on island and half in unfinished and dangerous cycle lane, with trip hazards for passengers using this stop. (see photo) order 2936758 at status (0225 Works Committed – On Hold) (cost to complete on confirm £2,855.83 shelter re-site) but also requires a feeder pillar to be installed with new connection & some ducting from FP to shelter cost £????
- Stop 27708 No SMR issued to relocate the bus stop from the L/C to and ALU post on the approach side of new shelter position on the new floating island, (cost to complete estimate £800 - £1200 approx.).
- Stop 21237 Removed from site but not via confirm order? Some months ago, by PPD.. Although there is an SMR on file to relocate/reinstate stop, no order has been raised to do so. (cost to complete £417.58).
- Shelter 0121/0223 Shelter requires relocation onto new floating island (shelter currently fenced off due to footway high changes making it dangerous to use. (see photo) order 3141052 at status (0225 Work Committed – On Hold) cost to complete on confirm £2,813.95) but also requires a feeder pillar to be installed with new connection (ducting already exists from FP location to shelter location) also requires a TfL traffic light loop access pit relocated a few metres which had already been agreed at a site meeting on 11th March 2022 (Mark Halward dealing) cost to complete unknown.
- Stop BP1645 Stop requires relocating to other side of road to new 265 Stop/Standpoint. (see photo). Order 2939055 at status (0110 Pending Acceptance of Quote) cost to complete £797.22.
- Junction mouth of King Charles Road onto Ewell Road from 265 stand requires alteration due to buses being unable to safely exit the new stand without forcing oncoming traffic to stop to make that turn, this was not properly tracked or accounted for by Kingston when narrowing the road lane widths. Cost to complete so route 265 can return to its official stand (unknown) would need FMConways to provide price and agree works with council to carryout works.

There has also been works carried out as part of the other two scheme which affect our assets, on first was the (London Road to Kingston Vale Cycle Scheme) which Kingston did completed in 2019/2020, but I have had to chase PPD right to a few months ago to completed outstanding works to stops & Shelter. The other

is the (Cambridge Road to New Malden Cycle Scheme) to which both PPD nor myself have had any communication from Kingston over the works and what was done up till funding was pulled looks an absolute mess including a stop now sat by a new unfinished cross point that need relocating and kerbs at some stops now reduced from 140mm to well below the 125mm accessible standard for accessibility.. not to mention all three main cycle schemes along these major bus corridors are all different so offer no formal or standard layout which is both confusing to our customer, pedestrians and cyclists.

Kind regards

Andy Nunney

South Asset Operations Officer

Bus Stops & Shelters KIN - RIC - MER - ELM - E&E - MV

 **TRANSPORT FOR LONDON**

Surface Transport | Network Management TfL Operations

TfL Offices | 1 st floor | TfL/FM Conway Depot | Beddington Lane Croydon CR0 4TH

M: [REDACTED] E: [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)

From: Stephens Collin (ST) [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Sent: 12 July 2022 11:09
To: Podwiazka Darek [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Cc: Nunney Andy (ST) [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Subject: RE: 3141054- 0121/0223

Oh Darek,

Thanks for checking...

I'll ask Trueform to put the shelter works 'On Hold'...

Collin

From: Podwiazka Darek [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Sent: 12 July 2022 10:31
To: Stephens Collin (ST) [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Subject: RE: 3141054- 0121/0223

Hi Collin,

I've spoken with Katherine and she advised that there is no money at present – as frustrating as it is that RBK have not been able to complete what is in effect 'their works'.

I'll also speak to the portfolio sponsor to see if there is another avenue we can pursue but in all honesty until we have a financial settlement in place its unlikely we'll be able to give any more money to the boroughs.

To this end I'd not want to commit to anything but will continue to explore alternative ways we can fund this

Kind rgs
Darek

From: Stephens Collin (ST) <[REDACTED]@tfl.gov.uk>
Sent: 11 July 2022 12:05
To: Podwiazka Darek [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Subject: RE: 3141054- 0121/0223

Thanks Darek... I received an E-Mail from Trueform on Friday stating that they have programmed some shelter works for 25th July for this scheme... I'd like to go ahead with these works if possible, but if we do not get the go ahead then obviously I'll put these back 'On Hold' and we'll go to the back of the queue...

Please keep me posted...

Thanks

Collin

From: Podwiazka Darek [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 11 July 2022 11:58
To: Stephens Collin (ST) [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: 3141054- 0121/0223

Hi Collin

We've spoken with RBK about the latest funding situation and they remain of the same position in that they have no money left in the pot and are waiting for TfL to provide additional funds to complete the two schemes.

As you know we have only been given an extension to the 13 July to keep the 'lights on' . TfL had allocated each borough some funds but I understand that it's not yet clear where this money come from and what its intended for (other than not starting any new work/schemes)

I've spoken with Katherine about the bus shelter issue and she agreed to look into exploring options to see if we could fund this work from another pot.

I will chase her again today when I meet for my 1:1

Kind rgs
Darek

From: Stephens Collin (ST) [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 08 July 2022 19:17
To: Podwiazka Darek [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: FW: 3141054- 0121/0223

Hi Darek,

Sorry to keep hassling you, but can I go ahead with this... and other works on Ewell Road...? See below...

NB. On my spreadsheet, our estimate was £1,816.54... but the actual quote has come in at £3,583.70...

Collin

From: [REDACTED] <[REDACTED]@trueform.co.uk>
Sent: 08 July 2022 06:39
To: Stephens Collin (ST) <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@trueform.co.uk>; [REDACTED] <[REDACTED]@trueform.co.uk>; electrics [REDACTED] <[REDACTED]@trueform.co.uk>
Subject: RE: 3141054- 0121/0223

Morning Collin,

Our ICP has quoted £3,583.70 to complete a mains connection to the shelter. Please advise if you approve this cost and we will instruct our ICP.

Kind regards

[REDACTED]



Trueform Engineering Ltd | Pasadena Close | Hayes | Middlesex | UB3 3NQ
T: [REDACTED] | DDI: [REDACTED] | M: [REDACTED] | W: www.trueform.com

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From: Stephens Collin (ST) [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Sent: 24 June 2022 07:51
To: [REDACTED] [@trueform.co.uk](https://twitter.com/trueform.co.uk)>
Cc: [REDACTED] [@trueform.co.uk](https://twitter.com/trueform.co.uk)>; [REDACTED] [@trueform.co.uk](https://twitter.com/trueform.co.uk)>
Subject: RE: 3141054- 0121/0223- Private connection

Hi [REDACTED]

My apologies for the delay in reply...

Could you please ask your ICP to see if they can find a mains connection...

Thanks

Collin

From: [REDACTED] [@trueform.co.uk](https://twitter.com/trueform.co.uk)>
Sent: 16 June 2022 12:59
To: Stephens Collin (ST) [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Cc: [REDACTED] [@trueform.co.uk](https://twitter.com/trueform.co.uk)>; [REDACTED] [@trueform.co.uk](https://twitter.com/trueform.co.uk)>
Subject: RE: 3141054- 0121/0223- Private connection

Hi Collin,

There is currently no power to this shelter but our ICP has advised they can connect to a private supply. Would you like our ICP to confirm if it will be a lamp column they are connecting to?

Kind regards

[REDACTED]
National Contracts Co-ordinator



Trueform Engineering Ltd | Pasadena Close | Hayes | Middlesex | UB3 3NQ
T: [REDACTED] | DDI: [REDACTED] | M: [REDACTED] | W: www.trueform.com

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From: Stephens Collin (ST) [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Sent: 13 June 2022 09:31
To: [REDACTED] [@trueform.co.uk](https://twitter.com/trueform.co.uk)>

Cc: [redacted]@trueform.co.uk>; [redacted]@trueform.co.uk>
Subject: RE: 3141054- 0121/0223- Private connection

Hi [redacted]

We have no record of this shelter being connected to a private supply... where exactly are your ICP's taking the feed from...?

The shelter works were to re-site the shelter a few metres away on to an island so there should be a supply in the vicinity...

Collin

From: Shah Madhuri (ST) <[redacted]@tfl.gov.uk>
Sent: 09 June 2022 09:21
To: [redacted]@trueform.co.uk>; Stephens Collin (ST) [redacted]@tfl.gov.uk>
Cc: [redacted]@trueform.co.uk>; [redacted]@trueform.co.uk>; electrics [redacted]@trueform.co.uk>; [redacted]@trueform.co.uk>; Nunney Andy (ST) [redacted]@tfl.gov.uk>
Subject: RE: 3141054- 0121/0223- Private connection

Hi Collin,

Please can you advise Demi as this is part of Ewell Road Go Cycle Scheme.

Thanks
Madhuri

From: [redacted]@trueform.co.uk>
Sent: 09 June 2022 08:20
To: Shah Madhuri (ST) [redacted]@tfl.gov.uk>
Cc: [redacted]@trueform.co.uk>; [redacted]@trueform.co.uk>; electrics [redacted]@trueform.co.uk>; Davidson Alan (ST) [redacted]@tfl.gov.uk>
Subject: 3141054- 0121/0223- Private connection

Hi Madhuri,

Our ICP has advised they can connect this shelter to a private supply, can you confirm if you are happy for these works to go ahead.

Kind regards

Demi Harris
National Contracts Co-ordinator

trueform

Trueform Engineering Ltd | Pasadena Close | Hayes | Middlesex | UB3 3NQ
T: [redacted] | **DDI:** [redacted] | **M:** [redacted] | **W:** www.trueform.com

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Gemma Jacob

From: [REDACTED]
Sent: 16 June 2021 10:31
To: Katherine Abraham
Cc: Simon O'Connell; Darek Podwiazka
Subject: Re: A240 Ewell Road signal site costs

Hello Katherine,

Sorry for the late response. I needed clarification for myself first.

Yes I agree with you, I also prefer to work through the funding deal with your team at cycle programme level if we can?

Sam Monk explained that each borough will need to centralise their bids for LIP projects through Sam's team, but was not specific about the Go cycle programme, explaining that we would need to speak separately about it. Hence the slight confusion.

We dont want to miss the opportunity to bid for the Risk money previously ring fenced for the Go Cycle programme or any further funds to develop more cycle facilities in Kingston and I am keen to discuss and clarify the situation. We are meeting with Simon and Darek this afternoon. Would you like to join the meeting at some point to discuss this particular point? or is it better if we speak another time?

Best regards

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Thu, 10 Jun 2021 at 09:52, Abraham Katherine (ST) [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)> wrote:

Hi [REDACTED]

Thanks for the information you sent last week.

Are you able to expand on the messaging from Sam Monck, as I thought we were still working through the implications of the funding deal at a programme level. I will pick this up and make sure Kingston's position in regards to risk is understood/considered.

Happy to meet next week.

Regards

Katherine

From: [REDACTED] <[REDACTED]@kingston.gov.uk>
Sent: 10 June 2021 09:02
To: Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>
Cc: O'Connell Simon (ST) <[REDACTED]@tfl.gov.uk>
Subject: Re: A240 Ewell Road signal site costs

Katherine,

Following my email, and the announcement this week by Sam Monk, could we arrange a meeting next week to discuss this year's funds further and particularly the risk pot?

Thank you

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme

| | |
|--------------------|--------------------|
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Telephone : [REDACTED]



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On Fri, 4 Jun 2021 at 12:03, [REDACTED] <[REDACTED]@kingston.gov.uk> wrote:

Hello Katherine, Simon,

Apologies for the delays in providing the information you requested but we had to compile various info from different persons and it took more time than expected.

I enclose the core information you need in the form of a table that comprise:

- Yearly Portal Claims from RBK
- Yearly payment from TfL (document provided by simon this week)
- Budget claimed originally for year 20/21
- revised budget for 20/21 after COVID
- Projected final cost for the last 2 projects Ewell road and Cambridge road
- Budget requested for 21/22 to complete Ewell road and Cambridge road

Please note that following substantial and insitant claims by KIER against RBK, we are uncertain if the majority of projects we have closed already will be affected and incur extra costs.

Please let me know if you wish to discuss further or have any questions.

I look forward to find a mutually convenient solution so we can complete those projects

Kind regards

[Redacted signature]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [Redacted]



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www.kingston.gov.uk/go

On Fri, 28 May 2021 at 22:24, Abraham Katherine (ST) <[Redacted]@tfl.gov.uk> wrote:

Hi [Redacted]

It was good to meet with you both the other week to discuss the Kingston Mini Holland programme. I would like to try to resolve the outstanding invoices and agree the way forward in regards to finances as soon as possible – as we are being chased about payment of the signals invoices.

As agreed, please can you send me the information summarising the Value of Work Done, payment received by RBK from TfL and forecast spend to complete so that I can understand how we are comparing with the Nov 2019 baseline.

Thanks

Katherine

Katherine Abraham

Lead Sponsor Healthy Streets | Investment Delivery Planning

Mobile: [REDACTED]

4R6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

[REDACTED]@tfl.gov.uk



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Gemma Jacob

From: Katherine Abraham
Sent: 27 April 2022 14:31
To: Helen Cansick; Catharine Mcewan; Darek Podwiazka
Cc: James Pickard; Zoe Vidion; Penny Rees; James O'Keeffe; John Futcher; Poppy Windsor
Subject: RE: Borough funding - Go Cycle, Kingston
Attachments: RE: Go Cycle Kingston: Short and Long term Delivery Plan

Hi Helen,

Happy with the letter and also the email.

However I wonder if we need to ask for a further explanation of the overspend again... I attach an email from RBK setting out the reason for the cost increases – which all seem legitimate and on projects we have previously support. I responded with the request for them to better manage the projects by raising risks and shortfalls so that they can be jointly solved not just assume TfL will find funding. Sorry about the formatting – not very professional but can only say it was almost Christmas and I think I was running with a maximum of 50% of a team at the time!

Worth noting that Zoe and I were talking earlier and there seems to be an issue with both Kingston and Sutton (joint authority) about financial management. As such, is it worth asking for a meeting with the new Kingston and Sutton director Spencer Palmer rather than investigating the cost increase?

Regards
Katherine

From: Cansick Helen (ST) <Helen.Cansick@TfL.gov.uk>
Sent: 27 April 2022 14:09
To: Mcewan Catharine [REDACTED]@tfl.gov.uk>; Podwiazka Darek [REDACTED]@tfl.gov.uk>
Cc: Pickard James <[REDACTED]@tfl.gov.uk>; Vidion Zoe [REDACTED]@tfl.gov.uk>; Rees Penny [REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) [REDACTED]@tfl.gov.uk>; Abraham Katherine (ST) [REDACTED]@tfl.gov.uk>; Futcher John [REDACTED]@tfl.gov.uk>; Windsor Poppy [REDACTED]@tfl.gov.uk>
Subject: RE: Borough funding - Go Cycle, Kingston

Hi all

Yes, I have made changes, as I have spent some time reviewing all the information provided by the team to clearly understand what has been going on with Kingston. I have expanded on the money details, with the help of all the info provided, and James who I am sitting next to! [@Podwiazka Darek](#) can you check and confirm my content is in line with your understanding?

There is some confusion about the naming of schemes, and money allocated to them... But essentially, we have provided all the requested funding in 20/21 and 21/22 to complete the schemes in question and do not think that the borough should be needed any more.

The attached letter (as a link, so we can all edit collectively the same doc) is intended for Cllr Archer.

The content below will need to be added to the email to [REDACTED] as it sets out the real crux of concerns we have with the costs of Kingston schemes. We have to ensure that our response to the Cllr, LCC and the borough that we believe we have provided them with all the funding they needed to complete the scheme. I will ask my team to follow-up in detail with the officers to unpick some of the cost issues with the schemes in question. [@Podwiazka Darek](#) can you review it and ensure it aligns to the discussions you have been having with the borough?

Hope this works for you all.

Kind regards, Helen

PS we also have an LCC letter from Simon Munk [@Mcewan Catharine](#) are you also coordinating this one?

Financial breakdown for [REDACTED]

In May 2020 at the start of the pandemic, in discussion with TfL officers, the borough requested £3.5m to complete all their Go Cycling schemes in construction, which included Kingston station hub, Kingston Station Riverlink, Kingston to Kingston Vale Go Cycle and the final 1.5km of Ewell Road for completion using temporary materials. This request also included £1.5m to finalise designs and construct the Kingston to New Malden cycle route (referred to as Cambridge Road in our system, and Kingston Road in your letter).

£2m was initially provided for the schemes in construction to avoid safe stopping and associated compensation payments to contractors. A further £1.045m was agreed later in that financial year split between a further £800k to complete Ewell Road and £245k to complete design and start construction on the Cambridge Road scheme. In total, £3.045m was paid to Kingston in FY 20/21 from the active travel funding allocation which TfL received from central Government, and in this, there was an expectation that Ewell Road would be completed in temporary materials.

In FY 2021/22, £1.9m was requested. £1.2m of this was for Cambridge Road (referred to as Cambridge Avenue in the request) and a further £700k for completion of Ewell Road. TfL agreed to funding from our Borough Cycling allocation for Cambridge Road (as the amount requested aligned to the earlier EFC estimate of £1.5m) and £400k has so far been claimed for this scheme. However, the TfL borough cycling team did not agree to the additional funding for Ewell Road, as according to our records, this scheme had received two previous allocations which had both been submitted to “complete construction” on this scheme. No clear explanation was provided as to why the additional funding was required.

I understand that you therefore decided to use your Local Implementation Plan funding and a further £700k was requested via the LIP Corridor Programme to fund the completion of the Ewell Road scheme, which has now been claimed.

I understand that there is still an unclaimed £800k for Value of Work Done associated with the Cambridge Road scheme.

I would like my team to work with your officers to explore why the costs on these two final Go Cycling schemes have increased so significantly. From our records, we have met each request for funding to complete the schemes, and yet a further £1.3m is required. Aside from the issue that we have no available budget to allocate, I am keen that we get a detailed explanation for the increases ahead of whether further funding might be available to allocate.

From: Mcewan Catharine <[REDACTED]@tfl.gov.uk>
Sent: 27 April 2022 12:31
To: Podwiazka Darek <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>
Cc: Pickard James <[REDACTED]@tfl.gov.uk>; Vidion Zoe <[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>; Fitcher John <[REDACTED]@tfl.gov.uk>; Windsor Poppy <[REDACTED]@tfl.gov.uk>
Subject: Re: Borough funding - Go Cycle, Kingston

Hi all

Do let me know if you have further amends or comments on the draft, then we can route through Legal etc.

Thanks

Best wishes

Catharine

From: Mcewan Catharine <[REDACTED]@tfl.gov.uk>
Sent: 26 April 2022 09:34
To: Podwiazka Darek <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>
Cc: Pickard James <[REDACTED]@tfl.gov.uk>; Vidion Zoe <[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>; Fitcher John <[REDACTED]@tfl.gov.uk>; Windsor Poppy <[REDACTED]@tfl.gov.uk>
Subject: Re: Borough funding - Go Cycle, Kingston

Hi all

I've put Darek's draft into Will's template (attached) ready to go through approvals -please do amend etc as appropriate before we send to Legal and further approvals. I will make sure to include the attachments that Darek sent through yesterday - the pro-forma and the March funding letter- as well.

[REDACTED] has chased this morning - I'm sure he'll be aware that Cllr Archer has written to Will, but I've let him know that a response is being prepared, and reminded him that we're bound by PEP constraints.

Thanks

Best wishes

Catharine

From: Mcewan Catharine <[REDACTED]@tfl.gov.uk>
Sent: 25 April 2022 10:49
To: Podwiazka Darek <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>
Cc: Pickard James <[REDACTED]@tfl.gov.uk>; Vidion Zoe <[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>; Fitcher John <[REDACTED]@tfl.gov.uk>; Windsor Poppy <[REDACTED]@tfl.gov.uk>
Subject: Re: Borough funding - Go Cycle, Kingston

Hi all

I'm looping Poppy Windsor in - we talked about this last week and (as Darek mentions below), we will need to check how we get back to Cllr Archer &/or [REDACTED] due to the constraints of the pre-election period. Once you're happy with the draft, we will need to check it with Legal and check what our tactics should be, but we think Will may need to send Cllr Archer a high level/holding response (promising a fuller response following the election), but it could be that we can respond to [REDACTED] more fully ahead of that. Although he is also bound by PEP...

Thanks

Best wishes

Catharine

From: Podwiazka Darek [redacted] <[redacted]@tfl.gov.uk>
Sent: 25 April 2022 10:35
To: Cansick Helen (ST) [redacted] <[redacted]@TfL.gov.uk>
Cc: Pickard James [redacted] <[redacted]@tfl.gov.uk>; Vidion Zoe [redacted] <[redacted]@tfl.gov.uk>; Rees Penny [redacted] <[redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[redacted]@tfl.gov.uk>; Abraham Katherine (ST) <[redacted]@tfl.gov.uk>; Mcewan Catharine [redacted] <[redacted]@tfl.gov.uk>; Fitcher John [redacted] <[redacted]@tfl.gov.uk>
Subject: RE: Borough funding - Go Cycle, Kingston

Morning Helen

As requested I have checked the figures with James who confirmed they are correct and, in addition provided a copy of RBKs proforma from their LSP application (attached) clearly setting out that Cambridge Road [referenced as Kingston to New Malden] and Ewell Road schemes would be completed with the allocated funding. Given its relevance in this matter I've made a reference to it in the revised draft for your consideration.

As noted by James the audit is likely to be undertaken once Finance are better resourced so for now I think we have addresses the issue in the below [high level] response which, as suggested by Catharine, will more likely go to Cllr Archer from Will.

Thanks and kind rgs
Darek

Dear Cllr Archer

Thank you for asking for clarity on TfL's position with respect to further funding for the Go-Cycle schemes in Royal Borough of Kingston (RBK).

You may recall from the letter TfL had sent to Ian Thomas in March (attached), it has not been possible to allocate any further funding for cycle schemes in RBK.

As you know, in the latest funding agreement there was no additional government allocation provided specifically for Active Travel - and TfL has therefore had to find the funding in this latest allocation from within our existing constrained budget, which is based on a "Managed decline" scenario. The allocations to boroughs were guided and endorsed by the Active Travel Oversight Group (ATOG), a meeting stipulated within the DfT funding agreement to provide central Government oversight on how London's active travel funding is allocated.

At the start of the LSP Programme (2019/20) the borough had received £3.045m and during 2020/1 £1.2m for Cambridge Road and a further £700k via the LIP Programme to fund the completion of the Ewell Road scheme. I understand that there is still an unclaimed £800k for Value of Work Done remaining on the Portal.

When we met in January, you'll recall that we discussed the possibility of further funding not being available and there was an action for the borough to explore whether there would be any opportunity for RBK to bridge the gap if that were to be the case. I understand from recent conversations, that no further progress has been made on securing funding from the borough. My colleagues have raised questions at officer level about the costs of cycle schemes in Kingston as the money previously allocated had been intended to complete design and all the construction of both the Cambridge Road and Ewell Road schemes as set out in RBK's LSP application proforma (attached). It would be useful to understand why further funding is required to complete those schemes.

We are hopeful of a further funding allocation from central Government ahead of 24 June, when the current settlement expires. At this stage, we will be in a position to understand funding availability for borough schemes. In the meantime, I hope that this helps clarify the position for you - please do get in touch with Helen Cansick/Katherine Abraham or the sponsor directly should you wish to discuss further.

Yours etc..."

From: O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>
Sent: 21 April 2022 09:28
To: Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>; Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>; Mcewan Catharine <[REDACTED]tfl.gov.uk>; Podwiazka Darek <[REDACTED]@tfl.gov.uk>; Futchter John <[REDACTED]@tfl.gov.uk>
Cc: Pickard James <[REDACTED]@tfl.gov.uk>; Vidion Zoe <[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>
Subject: RE: Borough funding - Go Cycle, Kingston

Im happy to help out Darek pulling this together. I think finance need to go into Kingston and carryout an audit. I know that finance won't have the resource at the moment, but this is something which they used to do each FY.

In terms of high level numbers; at the start of the LSP Programme (2019/20) Kingston received £3.045m and during 2020/1 £1.2m and a further £700k via the LIP Programme.

James

From: Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>
Sent: 21 April 2022 09:20
To: Abraham Katherine (ST) <[REDACTED]@tfl.gov.uk>; O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Mcewan Catharine <[REDACTED]tfl.gov.uk>; Podwiazka Darek <[REDACTED]@tfl.gov.uk>; Futchter John <[REDACTED]@tfl.gov.uk>
Cc: Pickard James <[REDACTED]@tfl.gov.uk>; Vidion Zoe <[REDACTED]@tfl.gov.uk>; Rees Penny <[REDACTED]@tfl.gov.uk>
Subject: Re: Borough funding - Go Cycle, Kingston

Thanks Katherine

This is helpful.

So is the first thing we need to do, to go through the finances and spend with Kingston to understand the overspends and costs to go on the live schemes?

I'm quiet keen that we set this all out in a kind of ... "you asked for £x for scheme y, then you asked for £a for scheme £b" this much was risk (or not), the scope was xxx etc. Then we can clearly set out what was missing (TfL bus stops and signals, risk etc). Do they submit change requests? Can we / they set out what has actually been delivered.

The Cllr has now written to Will so this is getting a lot of attention.

Darek, with the support of James, can you have a think about how we might do a detailed report / "audit" on them and report back on how they are in this situation? It will need a fairly forensic assessment of money, scope, deliverables over the last two years.

Thanks, Helen

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From: Abraham Katherine (ST) <K[REDACTED]@tfl.gov.uk>
Sent: Thursday, April 21, 2022 9:10:57 AM
To: O'Keeffe James (ST DTO) <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST)

[redacted]@Tfl.gov.uk>; Mcewan Catharine [redacted]tfl.gov.uk>; Podwiazka Darek <[redacted]@tfl.gov.uk>; Futcher John [redacted]@tfl.gov.uk>
Cc: Pickard James <[redacted]@tfl.gov.uk>; Vidion Zoe [redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>
Subject: RE: Borough funding - Go Cycle, Kingston

All,

In discussions with the officers, Darek and I have discovered that they have been using the 20/21 and 21/22 allocated money to cover cost increases on other cycle projects rather than drawing down risk money when the cost increases arise – poor financial management. I have explained that this is not acceptable, we need risks raised so we can assist in managing them the risk out or make a decision whether we can fund the increase.

Their cost estimates also rarely include for any TfL work such as bus stops or signals, which means that they overspend.

Regards
Katherine

From: O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>
Sent: 21 April 2022 08:47
To: Cansick Helen (ST) [redacted]@Tfl.gov.uk>; Mcewan Catharine [redacted]tfl.gov.uk>; Podwiazka Darek <[redacted]@tfl.gov.uk>; Futcher John [redacted]@tfl.gov.uk>
Cc: Pickard James [redacted]@tfl.gov.uk>; Vidion Zoe <[redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Abraham Katherine (ST) <[redacted]@tfl.gov.uk>
Subject: RE: Borough funding - Go Cycle, Kingston

Morning Helen,

Yes the text in red is correct. @Futcher John has discussed this with [redacted] on a number of occasions.

At the start of the pandemic Kingston were asked what funding was required to complete their inflight schemes and this amount was allocated to them, further funding was then allocated during 21/22 and as you can see these scheme are still not complete.

James

From: Cansick Helen (ST) [redacted]@Tfl.gov.uk>
Sent: 20 April 2022 18:27
To: Mcewan Catharine <[redacted]tfl.gov.uk>; Podwiazka Darek <[redacted]@tfl.gov.uk>; O'Keeffe James (ST DTO) [redacted]@tfl.gov.uk>
Cc: Pickard James <[redacted]@tfl.gov.uk>; Vidion Zoe [redacted]@tfl.gov.uk>; Rees Penny [redacted]@tfl.gov.uk>; Abraham Katherine (ST) [redacted]@tfl.gov.uk>
Subject: RE: Borough funding - Go Cycle, Kingston

Hi all

My draft to [redacted] set out below (sorry for the delay, but I need more info and gaps completed below)

@Podwiazka Darek – can you confirm the amount of funding left as per the section highlighted in yellow below?

I also want to say something along the lines of words in red, can @O'Keeffe James (ST DTO) and @Podwiazka Darek confirm this is correct and appropriate to start to tackle the concerns we have around rising costs on Kingston's scheme and issues about how they manage their funding?

Thanks, Helen

Dear [REDACTED]

Thank you for asking us to clarify TfL's position on further funding for Go Cycle schemes in RB Kingston.

As you will see from the letter that we sent to you in March, it has not been possible to allocate any further funding for cycle schemes in RB Kingston.

Over the last financial year, TfL has allocated an additional £1.2m for Cambridge Road scheme and a further £700k was allocated from the LIP fund to complete the Ewell Road scheme. I understand that there is £xx left for the in-train schemes that might cover any safe stop activity. (??)

As you know, in the latest funding agreement there was no additional government allocation provided specifically for Active Travel - and TfL has therefore had to find the funding in this latest allocation from within our existing constrained budget, which is based on a "Managed decline" scenario. The allocations to boroughs were guided and endorsed by the Active Travel Oversight Group (ATOG), a meeting stipulated within the DfT funding agreement to provide central Government oversight on how London's active travel funding is allocated.

When we met with you and Councillor Archer in January, you'll recall that we discussed the possibility of further funding not being available and you were going to explore with your Finance Director whether there would be any opportunity for RBK to bridge the gap if that were to be the case. I understand from recent conversations, that no further progress has been made on securing funding from the borough. My colleagues have raised questions with you about the costs of cycle schemes in Kingston (have we?), as the money previously allocated had been intended to complete all the construction of both the Cambridge Road and Ewell Road schemes. It would be useful to understand why further funding is required to complete those schemes [is this correct? Are they asking for this, or asking for new schemes?].

We are hopeful of a further funding allocation from central Government ahead of 24 June, when the current settlement expires. At this stage, we will be in a position to understand funding availability for borough schemes. In the meantime, I hope that this helps clarify the position for you - please do get in touch with me or Darek Podwiazka directly should you wish to discuss further.

Yours etc..."

From: Mcewan Catharine <[REDACTED]@tfl.gov.uk>
Sent: 20 April 2022 12:47
To: Rees Penny [REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>; Vidion Zoe [REDACTED]@tfl.gov.uk>
Cc: Podwiazka Darek [REDACTED]@tfl.gov.uk>; Pickard James <[REDACTED]@tfl.gov.uk>
Subject: Re: Borough funding - Go Cycle, Kingston

Hi all

Hope you're all well. Another nudge on this - it would be good if we could go back to [REDACTED] this week.

Thanks

Best wishes

Catharine

From: Mcewan Catharine <[REDACTED]@tfl.gov.uk>
Sent: 12 April 2022 09:57
To: Rees Penny <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>; Vidion Zoe <[REDACTED]@tfl.gov.uk>
Cc: Podwiazka Darek <[REDACTED]@tfl.gov.uk>; Pickard James <[REDACTED]@tfl.gov.uk>
Subject: Re: Borough funding - Go Cycle, Kingston

Hi all

Just a gentle nudge on this - [REDACTED] has chased again. I'm off now until next week but if we could go back to him directly ([REDACTED]@kingston.gov.uk) that would be great.

Hope that's OK - apologies for nudging so soon.

Best wishes

Catharine

From: Mcewan Catharine
Sent: 08 April 2022 14:00
To: Rees Penny <[REDACTED]@tfl.gov.uk>; Cansick Helen (ST) <[REDACTED]@TfL.gov.uk>
Cc: Podwiazka Darek <[REDACTED]@tfl.gov.uk>; Pickard James <[REDACTED]@tfl.gov.uk>
Subject: Borough funding - Go Cycle, Kingston

Hi both

[REDACTED] Kingston's Asst Director of Highways, Transport & Regulatory Services, has asked for TfL to put in writing what the situation is with funding for Go Cycle, which was not included in the latest funding allocation (our letter is attached for ease). As you'll know he's concerned about demobilisation of in flight schemes and wants us to explain in writing what the position is. As I understand it, when Will Norman (and Sam Monck & Helen) met Cllr Archer (Transport Lead) and [REDACTED] back in January, this was discussed and we suggested that they explore options to bridge the funding gap should we not be in a position to allocate any more funds.

I understand that we spoke to an officer after we sent the letter but it doesn't appear to have reached [REDACTED] unfortunately, who would like something in writing anyway.

Could I ask you to go back to [REDACTED] to clarify what the position is - I've jotted down the beginnings of a response below if that's helpful, based on conversations with Darek (please correct any potential misunderstandings of mine!), but there may be more context/info that you think we should include. I also think it should come from you, as per the funding letters.

Thanks

Best wishes

Catharine

Email to [REDACTED]

"Dear [REDACTED]

Thank you for asking us to clarify TfL's position on further funding for Go Cycle schemes in RB Kingston.

As you will see from the letter that we sent to you in March, no further funding has been allocated for cycle schemes in RB Kingston.

Over the last financial year, TfL has allocated an additional £1.2m for Cambridge Road scheme and a further £700k was allocated from the LIP fund to complete the Ewell Road scheme. I understand that there is £xx left for the in-train schemes that might cover any safe stop activity. (??)

When we met with you and Councillor Archer in January, you'll recall that we discussed the possibility of further funding not being available and you were going to explore with your Finance Director whether there would be any opportunity for RBK to bridge the gap if that were to be the case.

As you know, in the latest funding agreement there was no additional government allocation provided specifically for Active Travel - and TfL has therefore had to find the funding in this latest allocation from within our constrained budget. The allocations were guided and endorsed by the Active Travel Oversight Group (ATOG), a meeting stipulated within the DfT funding agreement to provide central Government oversight on how the funding is allocated.

I hope that this helps clarify the position for you - please do get in touch with me or your sponsor directly should you wish to discuss further.

Yours etc..."

Catharine McEwan

Engagement Officer | Local Communities & Partnerships

Mobile: [REDACTED] | [REDACTED] tfl.gov.uk



Gemma Jacob

From: Katherine Abraham
Sent: 24 December 2021 11:29
To: [REDACTED]
Cc: Darek Podwiazka; John Fitcher
Subject: RE: Go Cycle Kingston: Short and Long term Delivery Plan

Dear [REDACTED] and [REDACTED],

Thank you for your email and your time to meet with Darek and I on 8th December 2020. I thought it would be useful to note down a summary of our conversation, sorry it has taken me a few weeks to do this.

I found the meeting very helpful understand delivery progress on Cambridge Road and Ewell Road. I am as disappointed as you to hear that project delivery will be safely stopped in Jan 2022 because the funding awarded will, due to increasing/historic costs, not deliver the whole routes as stated in your initial bids. However, it was good to hear that when work is stopped all outstanding costs associated with these or historic projects will have been dealt with, as such if there is future TfL funding to restart the projects it will be done on that basis.

In April 2020, we sought to resolve the historic costs associated with the Kingston Mini Holland programme; I understand that John Fitcher and [REDACTED] agreed:

- £2m funding for Kingston (this was a significant amount given the financial constraints) to cover the outstanding historic costs/risks and complete Kingston River Link, Kingston Hub, Kingston Hill, Ewell Road, and some additional design costs – funding the majority of the substantially complete Mini Holland projects;
- Kingston Rd/Cambridge Rd was removed from the Mini-Holland programme due to cost increases;
- Ewell Road would remain in the Mini Holland programme with funding allocated as we moved forward;

Kingston has since been awarded the following funding. As discussed we seeking to honour the additional £200k commitment, but please note that this cannot be guaranteed.

Active Travel Funding for the second half of 2020/21:

- Cambridge Road design - £45k (claimed)
- (37206) Cambridge Road (Showing as Cambridge Avenue on the Portal) - £200k
- (37221) Cambridge Road (Showing as Cambridge Avenue on the Portal) - £1m

LIP funding from 2021/22:

- (37363) Ewell Road - £700k – this is had been allocated from the LIP Corridor funding pot.

Following a conversation with Phil Gardner in early December, it was agreed that the portal shows the schemes highlighted in blue above, and I'm pleased to advise that this funding has been allocated and can be drawn down from.

Almost £4m has been awarded to Kingston since the pandemic hit – this is a significant amount of money. As explained when we met, given our current financial position, I need you to deliver within the money allocated because TfL cannot necessarily increase funding on schemes. Where there are cost increases (such as those you mention below) before they are agreed, we would like the opportunity to work with you to identify the solution which could be mitigation, scope reduction or considering an alternative funding source. With this in mind, if there are outstanding risks please work with Darek to agree the way forward.

We remain committed to working with Kingston to deliver a good cycle network, subject to funding. As discussed, it would be helpful for you to send through photos of progress/schemes to promote the work you have achieved.

Kindest regards,

Katherine

From: [REDACTED] [REDACTED]@kingston.gov.uk>
Sent: 11 November 2021 14:36
To: Abraham Katherine (ST) [REDACTED]@tfl.gov.uk>; Fitcher John <[REDACTED]@tfl.gov.uk>
Cc: Podwiazka Darek [REDACTED]@tfl.gov.uk>; [REDACTED] [REDACTED]@kingston.gov.uk>
Subject: Go Cycle Kingston: Short and Long term Delivery Plan

Dear Katherine and John,

As part of our ongoing collaboration, and before the second tranche fund allocation for year 21/22, we agreed with Darek that it would be a good idea to meet and discuss the Go Cycle programme. We particularly need to focus on the two ongoing in-flight implementation projects, and the potential future projects that would finalise the incomplete high capacity cycle network in Kingston. This email sets out the situation with regards to progress on site, finance, risks and the short & long term delivery plan.

The Go Cycle programme is currently progressing two construction projects - the Ewell Road project and the Kingston to New Malden project that you are already familiar with. Both projects have been steadily progressing despite numerous setbacks during the Covid 19 pandemic. Progress has been primarily determined by the ad hoc partially allocated budget and the Work Permit conditions which are very stringent because of the high propensity for traffic congestion along these strategic highway corridors.

Construction on the Ewell Road project began at the northern Surbiton end of the route, and recent construction works have been focussed at the southern Tolworth end of Ewell Road. Construction on the Kingston to New Malden project began at the western end of the route on Cambridge Road, and recent construction works have progressed along Kingston Road at the eastern New Malden end of the scheme. We have also developed a design for the junction with Hawks Road which is currently with TfLs Traffic Signal team for approval

During recent months we have successfully transferred the projects from our previous LOHAC contractor (Kier) to the new one (FM Conway). The transition between the contractors has been effective and efficient, but some risks that we have previously flagged have materialised despite descoping and downgrading the project standards and other mitigations put in place.

Our Funding allocation changed after COVID 19 and we are no longer receiving the traditional 12 months budget at the beginning of the financial year. The current year second tranches makes delivery and planning more complicated, and creates additional risks to our projects. As it stands, from December onwards we need more funding to continue and complete the construction of these two current implementation schemes. If no funding is forthcoming we will have to wind down and cease these works until a budget is confirmed. This would be unfortunate because there is a cost to stopping and restarting work, and the public will naturally question why work has ceased, especially in the lead up to the local elections next year. We are preparing an early warning to our contractors regarding the potential cessation of work due to the funding uncertainty.

Since the takeover from the previous TfL team back in April we have had extensive verbal and written communication to resolve issues, mainly due to the COVID19 disruption. As you know, since last year, we have made considerable efforts to adapt to the rapidly changing finance situation. However, there is only so much we can value engineer before losing the modal, technical and political objectives of our projects, and if you also consider that we have contractual obligations that can't be avoided, costs have not disappeared and are seriously affecting our budget for the remaining projects.

I have emailed you on several occasions to relay our situation, below is a summary of our previous claims as a reminder:

1. On 16 June 20 Confirmation by email from Simon O'Connell that a risk sum of £225,436 was approved for the additional cost on LM1 a during the bridge construction - further correspondence indicated that there was a problem with TfL portal that was never resolved from TfL side;

2. My email of 14th January 21 regarding the additional payment of £164,0892 for a new project The CUT;
3. My email of 14th January 21 regarding the additional cost of £325,208 for 5 different sites for temp traffic signals, lightings and Network Rail claims.
4. My email of 17th May 21 regarding pending Risks related to LOHAC contractual dispute with KIER (exiting the contract);
5. My email from 4th June 21 enclosing the budget drastic reduction following COVID19 that brought the delivery to below reasonable budget;
6. And my email from 21 June 21 pricing risks which have materialised;

Since then a few other claims have materialised including:

1. KIER contractual dispute resolution for £198,331.
2. LOHAC increased cost when moving to a new contractor.
3. Traffic management request from permit over £100K to guarantee movement on this sole link between Kingston and New Malden.
4. Economy of scale unfeasible due to reduced budget.
5. Payment of various invoices for TfL Signals on Ewell Rd and Cambridge Road from 2020, totalling above £110,000. Assurances were previously given that funding to cover these unexpected, increased costs would be provided in 2020 (from underspend elsewhere). As that funding did not materialise the invoices were paid this summer from the current allocation.

The risks outlined above have generally involved TfL to some degree, and more information about these risks can be provided if and as necessary.

As previously determined the budget allocated in May 21 will fund our current commitments until December 21, from then on we hope and expect there will be a new budget allocated to complete both projects. However, if no budget is confirmed to finish these two schemes then the contractors will have to vacate the work sites and the projects will be left incomplete. This would leave a prominent break between the completed sections at either ends of both projects, rendering the routes inadequate for inexperienced cyclists. In this scenario we would aim to leave the various work sites as safe and as 'coherent' as possible, but unfinished incomplete schemes are obviously unwelcome (particularly just before the Council elections) and cause reputational damage. Our Cllrs are therefore keen for on-site construction works to continue and for both projects to be completed as planned.

In order to complete the basic projects we would need additional funds of £1,15M (if the funds are released in time) that does not comprise the Hawks road junction which was descoped fully in the COVID19 budget reduction but later rehabilitated because of the serious barriers to cyclists it would cause. The council is aiming to provide hundreds of thousands of pounds from its own sources to fund improvements to the Hawks Road junction as well as better cycling facilities in a section where the reduced TfL post-Covid budget is insufficient to implement the safest option for cyclists. Confirmation of the TfL £1.15m budget combined with the RBK funding contribution would enable the continuation and completion of both projects along Ewell Road, Kingston Road and Cambridge Road by next summer. This is our priority for our meeting.

RBK is also very keen to deliver the remainder of its structural cycle network. Previous engagement with TFL (James O'Keeffe, Alexander Longdon, Kate Balderson, Simon O'Connell etc.) identified and prioritised 6 schemes that would need investigatory assessments and feasibility design works to the level of Public Consultation, so they can be priced and programmed with more accuracy for decision making next year (22/23) with a view to implementation from year 23/24 onwards. We would also like to discuss these future schemes during our meeting.

We look forward to hearing and meeting you to find a mutually convenient solution.

Kind regards


Consultant Portfolio Delivery Manager | Go Cycle programme

| | |
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| WINNER | COMMENDED |

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Gemma Jacob

From: [REDACTED]
Sent: 22 August 2022 11:07
To: Katherine Abraham
Cc: Darek Podwiazka; [REDACTED]
Subject: Re: Ewell Road/Cambridge Road bus stop infrastructure

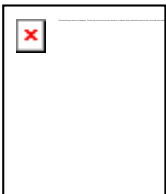
Hi Katherine,
Yes, we are keen to sort this for our residents, businesses and visitors too. Please send an invite to discuss further. Sonny and I are currently free 6th from 2:30 or 9th from 1:30.

Thanks

[REDACTED]
Team Manager - Sustainable Transport & Commissioning (Kingston)
Highways and Transport
Kingston & Sutton Shared Environment Service

Tel: [REDACTED]
Email: [REDACTED]@kingston.gov.uk

www.kingston.gov.uk & www.sutton.gov.uk



On Mon, 22 Aug 2022 at 10:53, Abraham Katherine (ST) [REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

As you might be aware Darek is on leave at the moment, so this has been raised with me, as his manager.

I appreciate that this has not progressed due to the uncertainty in funding, but we are keen to discuss these matters further to understand what work is needed to make sure that these matters are rectified so bus passengers and cyclists (your residents and workers) can benefit from the infrastructure delivered to date.

Can you please let me know when you are able to meet in early September please.

Thanks

Katherine

Katherine Abraham

Lead Sponsor Healthy Streets | Investment Delivery Planning

Mobile: [REDACTED]

4R6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

██████████@tfl.gov.uk



From: Podwiazka Darek <██████████@tfl.gov.uk>
Sent: 21 July 2022 20:04
To: ██████████@kingston.gov.uk>
Cc: ██████████ <██████████@kingston.gov.uk>

Subject: Ewell Road/Cambridge Road bus stop infrastructure

Hello ██████,

As you're aware there are a number of locations with the above schemes that require urgent remedial work post [scheme] installation.

I've attached a handful of photos which clearly show an incomplete provision and, a need to make the bus infrastructure meet the required standard and, in some cases, make it safe for customers and other road users.

As highlighted by Helen when we met ██████ and yourself earlier this month, TfL had provided significant level of funding for the design and build of said schemes which remain incomplete. The highlighted locations fall fully within the scheme proposals and should have been completed within the allocated funding.

Notwithstanding the funding position, we are under growing pressure to ensure the bus network operates efficiently and safely so I'm keen to work with you and your colleagues to address these as a matter of priority.

Without going into too much detail here, I wonder if we could meet in the near future, in person or virtually, to go through the list and explore ways to get the infrastructure to a required level which would enable passengers and cyclist to benefit from the provision of the schemes.

As this is a fairly chunky matter I'd prefer we keep it outside of our regular liaison and meet to discuss this separately.

Please forward me dates and times of your availability and I'll set up a meeting at a time amicable to all.

Thanks

Darek

Darek Podwiazka

Principal Sponsor | Investment Delivery Planning

Transport for London.

Mail: 4R6, Palestra, 197 Blackfriars Road, London, SE1 7NT

Phone: ██████████ (internally), or ██████████ (mobile) ██████████ (outside office hours)

Email: darek.podwiazka@tfl.gov.uk



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Gemma Jacob

From: [REDACTED]
Sent: 14 March 2022 08:55
To: Darek Podwiazka
Cc: [REDACTED]
Subject: Re: Kingston delivery
Attachments: FMC_Ewell_Overview_v0.11.pdf; FMC_Cambridge Rd_Overview_v0.15.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Darek,

As discussed, enclosed the latest diagrammes for Ewell Rd and Cambridge Rd/Kingston Rd. As previously explained I am still waiting for Cambridge Rd/Kingston Rd programme that is being drafted in coordination with contractors and RBK permitting and will be the next phase to be released once TfL has confirmed the next budget tranche.

Kind regards

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Thu, 10 Mar 2022 at 12:04, Podwiazka Darek [REDACTED]@tfl.gov.uk> wrote:

Hi [REDACTED]

Next week is fine – thanks.

I will look at the info you have shared previously and see if this can be of use in any financial discussions

Kind rgs

Darek

From: [REDACTED] [REDACTED] <[\[REDACTED\]@kingston.gov.uk](mailto:[REDACTED]@kingston.gov.uk)>
Sent: 10 March 2022 10:35
To: Podwiazka Darek [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Cc: [REDACTED] [REDACTED] <[\[REDACTED\]@kingston.gov.uk](mailto:[REDACTED]@kingston.gov.uk)>
Subject: Re: Kingston delivery

Darek,

I can send you next week an update on Phase 3 (the current phase) but for Phase 2 and the junction with Hawks rd it will not be before the end of the month as Conway are still organising the works according to the constraints we have given them, and there are a few.

I myself have not seen the program and phasing yet. Conway was not keen to start the work programming because they know the budget is not confirmed yet. We have managed to convince them otherwise.

I have already provided a few months ago a different diagram that show all the routes and the parts unfinanced. Perhaps you could use these ones for the time being?

Kind regards

[REDACTED]
Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Wed, 9 Mar 2022 at 15:28, Podwiazka Darek [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)> wrote:

Hi [REDACTED],

According to the helpful diagrams you shared some of the phases were due to be completed in Feb and March.

To help us understand how these are progressing would you be able to provide a similar update on each one and, in particular, highlight the latest position on the TBC sections with respect delivery vs funding – as in what is in the pot from the allocated funding and what are the shortfalls in terms of getting to completion stage?

Grateful if you could come back to me by Friday

Thanks

Darek

From: [redacted] [\[redacted\]@kingston.gov.uk](mailto:[redacted]@kingston.gov.uk)
Sent: 10 January 2022 09:59
To: Podwiazka Darek [\[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)
Cc: [redacted] [\[redacted\]@kingston.gov.uk](mailto:[redacted]@kingston.gov.uk)
Subject: Re: Kingston delivery

Happy New year Darek,

Sorry for the delayed reply. At the end of last year we did an overall verification about delivery Vs remaining budget and we can confirm that we will be able deliver further both projects on the current agreed budget until at least end of February, perhaps March. Ewell rd has already restarted while Cambridge rd should start this week again after we have agreed a more efficient programme with the contractor and Network as given us the go ahead for working in the vicinity and under their bridge. I will send you more information and the map you need as well as picture Catherine required.

Please let me know if you need more info or you want to catch-up.

Kind regards

[redacted]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [redacted]



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On Mon, 10 Jan 2022 at 09:38, Podwiazka Darek [REDACTED]@tfl.gov.uk> wrote:

Morning both,

Thanks for the update and details of progress.

Can you confirm please whether or not the schemes are being paused on due to funding? Has a 'safe stop' status being implemented or is there ongoing construction in place with the approved funding?

Thanks

Darek

From: [REDACTED]@kingston.gov.uk>
Sent: 05 January 2022 09:27
To: [REDACTED] y [REDACTED]@kingston.gov.uk>
Cc: Podwiazka Darek [REDACTED]@tfl.gov.uk>
Subject: Re: Kingston delivery

Happy new year Darek,

The part which are practicable on Cambridge road is as follows:

- From London road to Rayleigh Ct under one way direction Eastward
- From Charnwood cl to elm road both sides

Please note that those sections are still under the Contractor responsibilities as "live sites". We have not signed them off as "completed" because there are substantial snagging to be fixed.

Kind regards

[REDACTED]

Consultant Portfolio Delivery Manager | Go Cycle programme



Telephone : [REDACTED]



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On Wed, 5 Jan 2022 at 09:17, [REDACTED] <[REDACTED]@kingston.gov.uk> wrote:

Morning Darek,

The constructed and open part of the Ewell Rd scheme is between St. Mark's Hill to about 50 m south of Brown's Rd

830m in total

Regards

██████

██████████

Consultant Project Manager | Go Cycle programme

Visit us at www.kingston.gov.uk/go for further information

The population is growing, but the spaces for travelling around are not. So we need to be smart and creative about transport to keep Kingston moving for a bright and prosperous future.

On Tue, 4 Jan 2022 at 11:41, Podwiazka Darek ██████████ [@tfl.gov.uk](mailto:██████████@tfl.gov.uk)> wrote:

Morning ██████ and ██████

Happy New Year to you both. I hope you had a good break

I understand that the two below schemes are part of Kingston's 'safe stop' – this is news to me so not very clear on details.

If so, can you advise what length of each of the routes has been open and can be used by the public - is that different from the map you had provided preciously (attached for ease) highlighting progress?

Thanks and kind regards

Darek

| | | |
|-----------------------------|------------|-----------------|
| Ewell Road - restart | 1.2 | In Construction |
| Cambridge Road | 3.0 | In Construction |

Darek Podwiazka

Principal Sponsor | Investment Delivery Planning

Transport for London.

Mail: ~~4R6, Palestra, 197 Blackfriars Road, London, SE1 7NT~~

Phone: ██████████ (internally), or ██████████ (mobile) ██████████ (outside office hours)

Email: ██████████ [@tfl.gov.uk](mailto:██████████@tfl.gov.uk)



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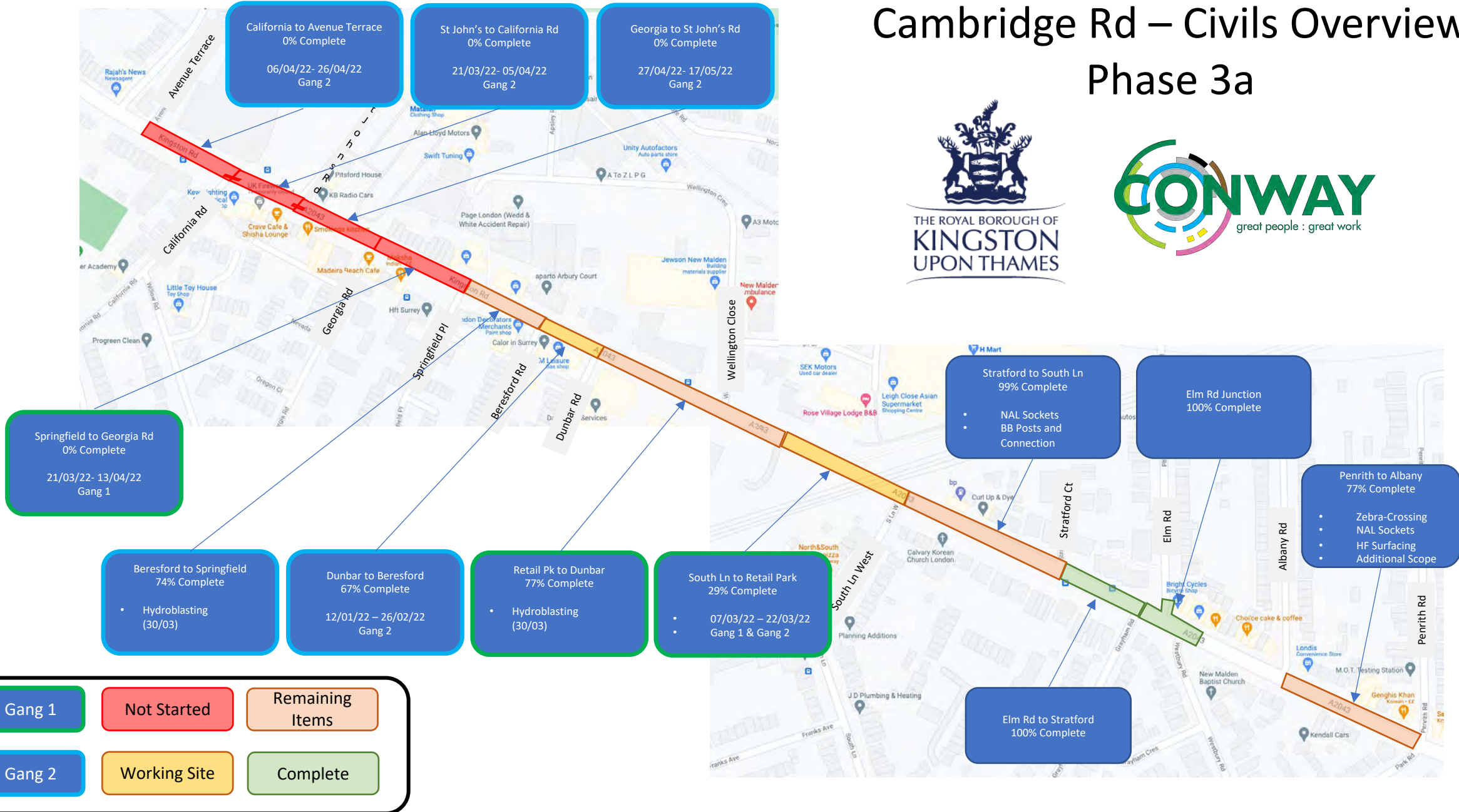
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Cambridge Rd – Civils Overview Phase 3a



| | | |
|--------|--------------|-----------------|
| Gang 1 | Not Started | Remaining Items |
| Gang 2 | Working Site | Complete |

Ewell Rd – Civils Overview



Gemma Jacob

From: David Howard
Sent: 30 June 2022 13:40
To: Darek Podwiazka
Subject: RE: RB Kingston Mini Hollands Programme
Attachments: Simple Map - Highways Interventions (1).pptx; K-KNM-P2-70014694-01-0100-07.pdf; K-KNM-P2-70014694-01-0100-08.pdf; K-KNM-P2-70014694-01-0100-02.pdf; K-KNM-P2-70014694-01-0100-05.pdf; K-KNM-P2-70014694-01-0100-06.pdf; K-KNM-P2-70014694-01-0100-04.pdf; K-KNM-P2-70014694-01-0100-03.pdf; K-KNM-P2-70014694-01-0100-01.pdf; K-KNM-P4-70014694-01-0100 (DRAFT) (1).pdf; LU2 Draft V1 - Cambridge Road Cycle and public realm works .docx

Thanks for this Darek – useful to have an understanding of roughly where each section of the approved scheme stands in terms of implementation.

For your information, it seems the section of Cambridge Rd / Kingston Rd that RBK are applying for LUF funding for relates to the stretch immediately to the west of this – between Avenue Terrace and (through the Hawks Rd junction) Rayleigh Court. Plans attached if you're interested.

Thanks,

Dave

From: Podwiazka Darek [REDACTED]@tfl.gov.uk>
Sent: 29 June 2022 13:41
To: Howard David (ST) <[REDACTED]@tfl.gov.uk>
Subject: RE: RB Kingston Mini Hollands Programme

Hi David

As promised, attached is the last scheme update (for Cambridge Road and Ewell Road) I have on file from Kingston – as noted, work has stopped in April and had not resumed due to funding.

Let me know if you have any questions

Thanks

Darek

From: Howard David (ST) <[REDACTED]@tfl.gov.uk>
Sent: 28 June 2022 16:21
To: Podwiazka Darek [REDACTED]@tfl.gov.uk>
Subject: RE: RB Kingston Mini Hollands Programme

Hi Darek,

LUF funding = the DfT's 'Levelling Up Fund' as I understand it.

Happy to have a meeting at some point Darek,

Thanks,

Dave

From: Podwiazka Darek [REDACTED]@tfl.gov.uk>
Sent: 28 June 2022 14:21

To: Howard David (ST) [REDACTED]@tfl.gov.uk>
Subject: Re: RB Kingston Mini Hollands Programme

Hi David

Thanks for the heads up

We are aware of upcoming changes with the Go Cycle team within Kingston and are working with them on completing the snagging for Cheney's that are in progress. This is subject to available funding of course.

Can I ask what is LUF funding?

I'm on site as I wrote this with officers from Kingston looking at the snagging list before the work is handed over to another person who will be out main contact going forward.

Perhaps we could have a call tomorrow or whenever is convenient to discuss the below points in your email.

Kind rgs
Darek

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

Sent: Tuesday, June 28, 2022 1:43:45 PM

To: Podwiazka Darek [REDACTED]@tfl.gov.uk>

Subject: RB Kingston Mini Hollands Programme

Hi Darek,

My line manager has asked me to get in touch with you regarding the above.

We were both in a meeting with RBK last week and were told that:

- The RBK Mini Hollands Team is soon to be disbanded; and
- RBK is applying for LUF funding to complete the Mini Hollands scheme at the Cambridge Rd / Hawks Rd junction

We thought it worth passing the message on and ascertaining whether you knew and had any further details?

Thanks,

Dave

David Howard

Principal Network Manager (Acting)

Network Performance - Delivery

 **TRANSPORT FOR LONDON**

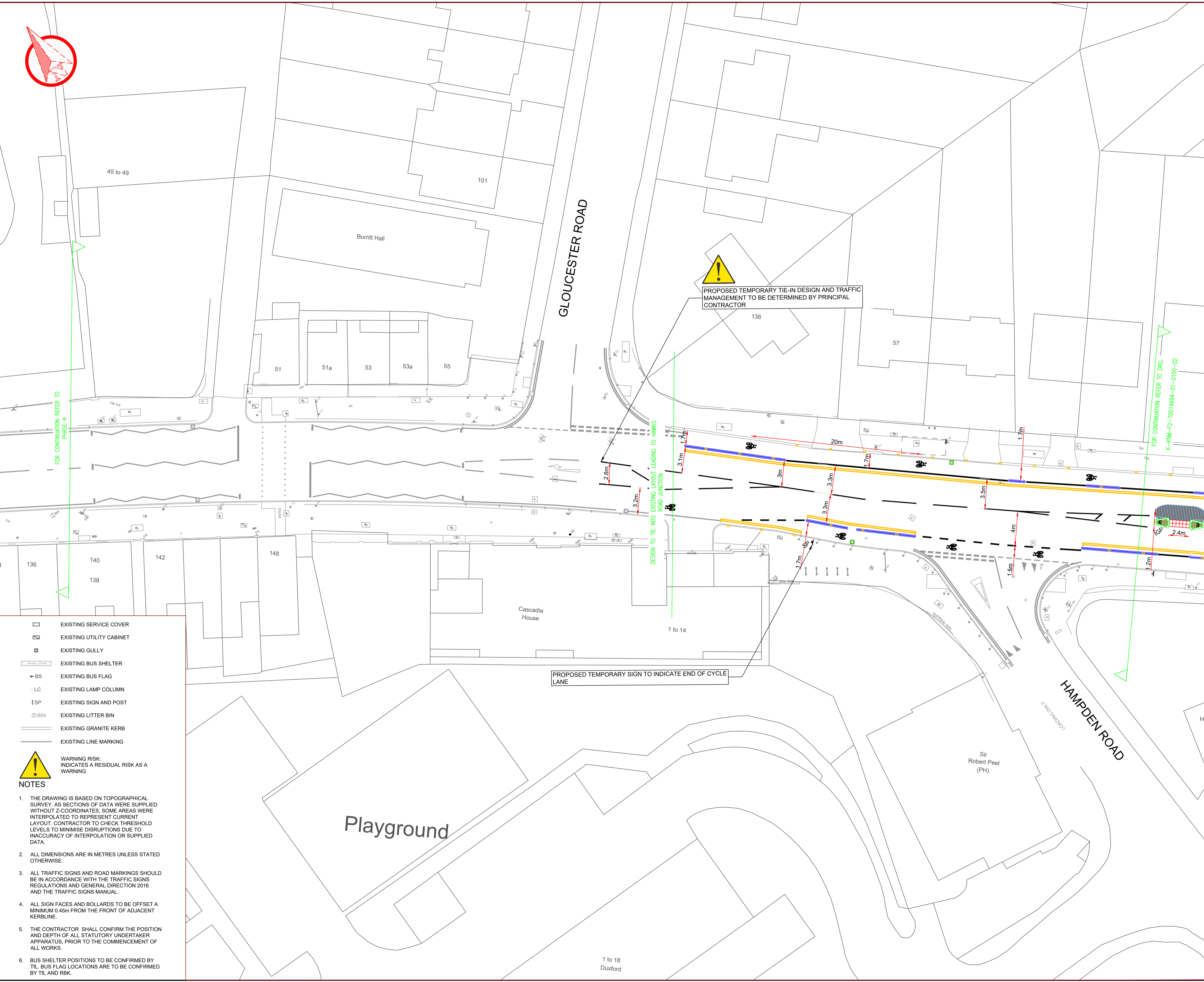
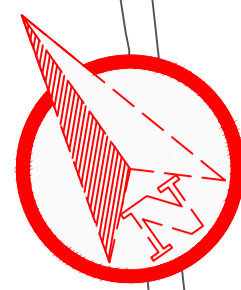
Surface Transport | Network Management – TfL Operations

Palestra House | 3rd floor – 3B3 | 197 Blackfriars Road | London SE1 8NJ

Tel: [REDACTED] | A: [REDACTED] | Mob: [REDACTED] | E: [REDACTED]@tfl.gov.uk



SAFER JOURNEY MATTERS



- KEY**
- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1/S SMA 14 BIN PMB DES WTR2
 - PROPOSED HIGH FRICTION SURFACING ON EXISTING CARRIAGEWAY SURFACING
 - PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm B1/S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
 - PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
 - PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE, 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1 (AS PER LOHAC STANDARD DETAIL 1100.09)
 - PROPOSED 25mm LIGHT GREY ULTICOLOUR SMA 6mm SURF 40/60, LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
 - PROPOSED 200x100x65mm PAVERS ON 30mm SAND/CEMENT LAYING COURSE AND 100mm ST1 CONCRETE SUB-BASE PATTERN IMPRINTED SYNTHETIC 15mm ASPHALT, COLOUR LIGHT GREY, PATTERN BRICK
 - PATTERN IMPRINTED SYNTHETIC 15mm ASPHALT, COLOUR LIGHT GREY, PATTERN GRANITE SETT
 - PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 - PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED
 - PROPOSED 125x255mm BULL NOSED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE (AS PER LOHAC STANDARD DETAIL 1100.10)
 - PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
 - PROPOSED 125x255mm SPLOYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
 - PROPOSED 125x255mm SPLOYED TO BULL NOSE TRANSITION CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
 - PROPOSED YELLOW LINE MARKING
 - PROPOSED WHITE LINE MARKING
 - PROPOSED SHARED PATH ROUNDEL LINE MARKING
 - PROPOSED MILESTONE 250mm WIDE
 - PROPOSED ILLUMINATED GUIDE POST
 - PROPOSED CYCLEMASTER BOLLARD
 - PROPOSED LIGHTING COLUMN (TO BE CONFIRMED BY LIGHTING TEAM)
 - PROPOSED SIGN AND POST
 - PROPOSED SIGN ON EXISTING STREET FURNITURE
 - PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
 - EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED AND RAISED/LOWERED TO SUIT NEW LEVELS, (AS PER LOHAC STANDARD DETAIL 500.12)
 - EXISTING HOPPER BOX TO BE RAISED/LOWERED TO SUIT NEW LEVELS
 - RELOCATED BUS STOP FLAG, EXACT LOCATION TO BE CONFIRMED BY TIL
 - RELOCATED LITTER BIN
 - EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
 - EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL

- EXISTING SERVICE COVER
- EXISTING UTILITY CABINET
- EXISTING GULLY
- EXISTING BUS SHELTER
- EXISTING BUS FLAG
- EXISTING LAMP COLUMN
- EXISTING SIGN AND POST
- EXISTING LITTER BIN
- EXISTING GRANITE KERB
- EXISTING LINE MARKING

- NOTES**
1. THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES, SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 3. ALL TRAFFIC SIGNS AND ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTION 2016 AND THE TRAFFIC SIGNS MANUAL.
 4. ALL SIGN FACES AND BOLLARDS TO BE OFFSET A MINIMUM 0.45m FROM THE FRONT OF ADJACENT KERBLINE.
 5. THE CONTRACTOR SHALL CONFIRM THE POSITION AND DEPTH OF ALL STATUTORY UNDERTAKER APPARATUS, PRIOR TO THE COMMENCEMENT OF ALL WORKS.
 6. BUS SHELTER POSITIONS TO BE CONFIRMED BY TIL. BUS FLAG LOCATIONS ARE TO BE CONFIRMED BY TIL AND RBK.

GLoucester ROAD

HAMPDEN ROAD

Playground

PROPOSED TEMPORARY SIGN TO INDICATE END OF CYCLE LANE

PROPOSED TEMPORARY TIE-IN DESIGN AND TRAFFIC MANAGEMENT TO BE DETERMINED BY PRINCIPAL CONTRACTOR

1 to 18
Duxford

| S3-P03 | 11.06.2021 | AOS | MATERIAL UPDATE | | |
|--------|------------|-----|------------------------------|-----|-----|
| S3-P02 | 07.05.2021 | AOS | SCHEME EXTENTS ADJUSTED | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |
| REV | DATE | BY | DESCRIPTION | CHK | APP |

DETAILED DESIGN

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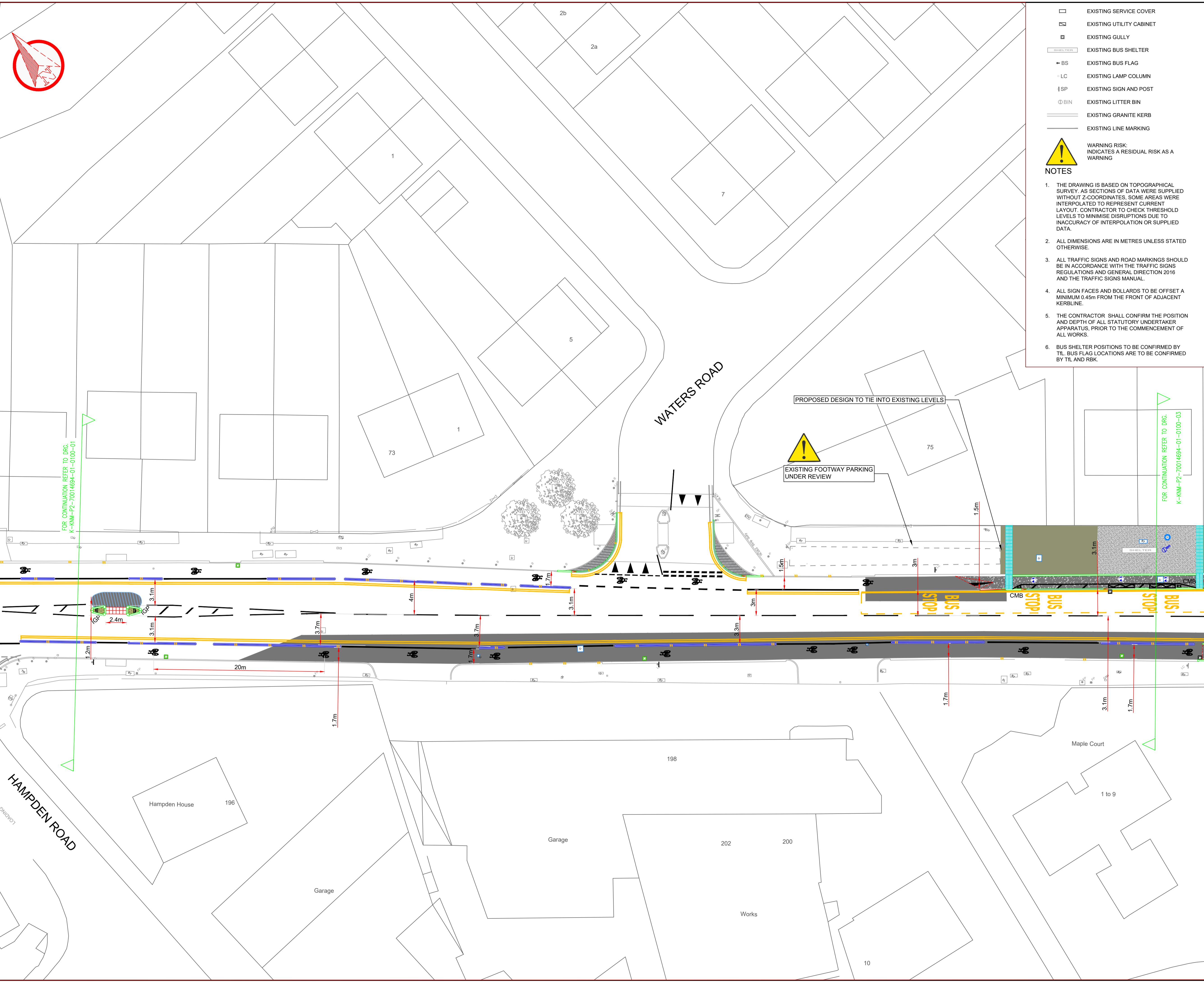
PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 2

TITLE: GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 01 OF 08

| | | | | | |
|------------|------------|--------------|---------|----------|-------|
| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 26.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. 70014694

| | |
|------------------------------|--------|
| DRAWING No. | REV |
| K-KNM-P2-70014694-01-0100-01 | S3-P03 |



- KEY**
- EXISTING SERVICE COVER
 - EXISTING UTILITY CABINET
 - EXISTING GULLY
 - EXISTING BUS SHELTER
 - BS EXISTING BUS FLAG
 - LC EXISTING LAMP COLUMN
 - SP EXISTING SIGN AND POST
 - BIN EXISTING LITTER BIN
 - EXISTING GRANITE KERB
 - EXISTING LINE MARKING
- WARNING RISK:** INDICATES A RESIDUAL RISK AS A WARNING
- NOTES**
- THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES, SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
 - ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
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 - PROPOSED IMPRINTED SYNTHETIC 15mm ASPHALT, COLOUR LIGHT GREY. PATTERN GRANITE SETT
 - PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
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 - PROPOSED MILESTONE 250mm WIDE
 - IGP PROPOSED ILLUMINATED GUIDE POST
 - CMB PROPOSED CYCLEMASTER BOLLARD
 - LC PROPOSED LIGHTING COLUMN (TO BE CONFIRMED BY LIGHTING TEAM)
 - SP PROPOSED SIGN AND POST
 - LC PROPOSED SIGN ON EXISTING STREET FURNITURE
 - PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
 - EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED AND RAISED/LOWERED TO SUIT NEW LEVELS. (AS PER LOHAC STANDARD DETAIL 500.12)
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| S3-P03 | 11.06.2021 | AOS | MATERIAL UPDATE | | |
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DRAWING STATUS

DETAILED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+44 (0) 207 314 5000, F+44 (0) 207 314 5111
wsp.com

PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 2

TITLE

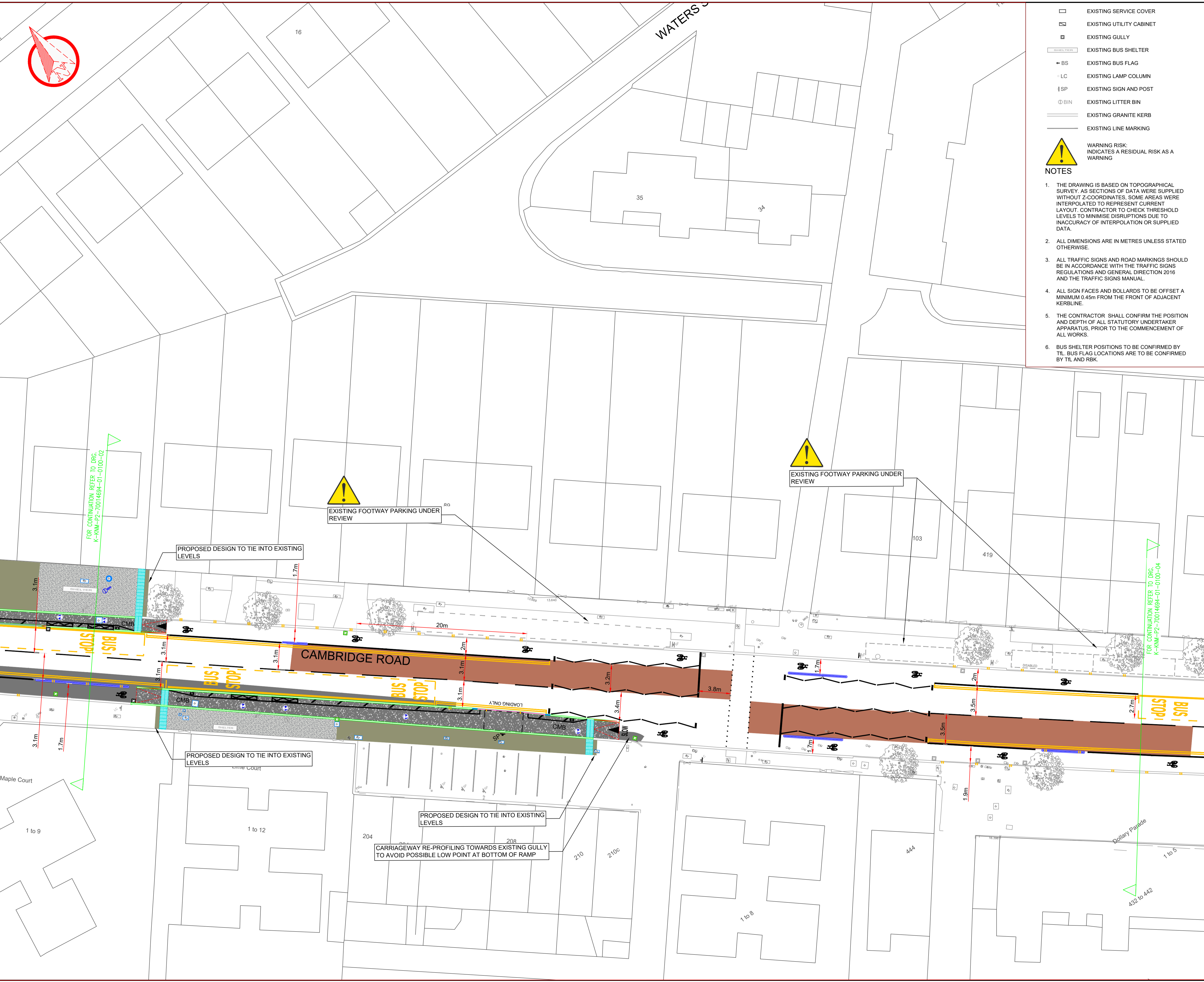
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 02 OF 08

| | | | | | |
|------------|------------|--------------|---------|----------|-------|
| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 26.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. 70014694

DRAWING No. K-KNM-P2-70014694-01-0100-02

REV. S3-P03



- KEY**
- EXISTING SERVICE COVER
 - EXISTING UTILITY CABINET
 - EXISTING GULLY
 - EXISTING BUS SHELTER
 - EXISTING BUS FLAG
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PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 2

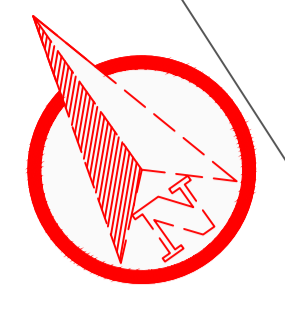
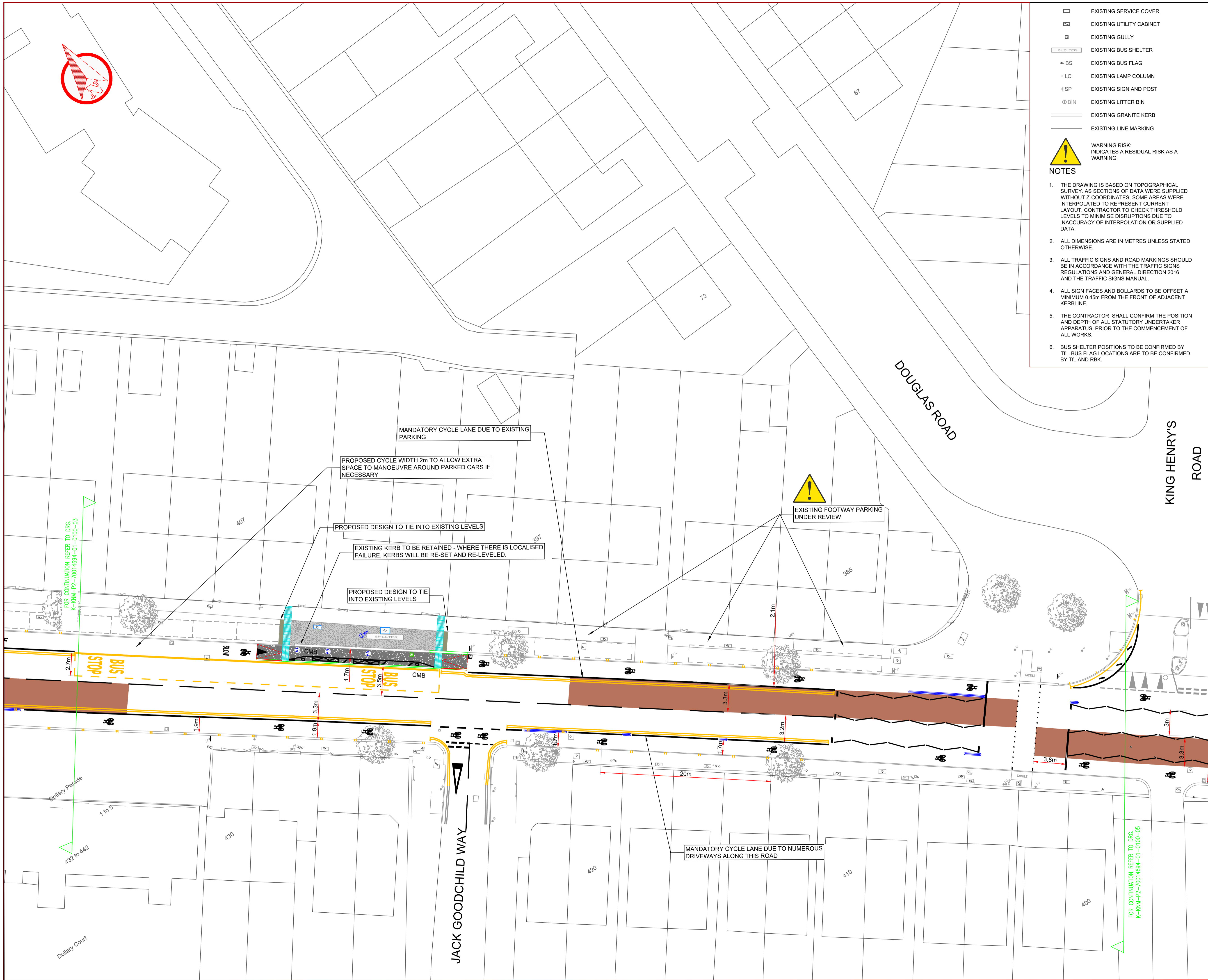
TITLE
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GENERAL ARRANGEMENT
SHEET 03 OF 08

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
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| 1:200 | 26.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. 70014694

DRAWING NO. K-KNM-P2-70014694-01-0100-03

REV. S3-P03



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 - EXISTING UTILITY CABINET
 - EXISTING GULLY
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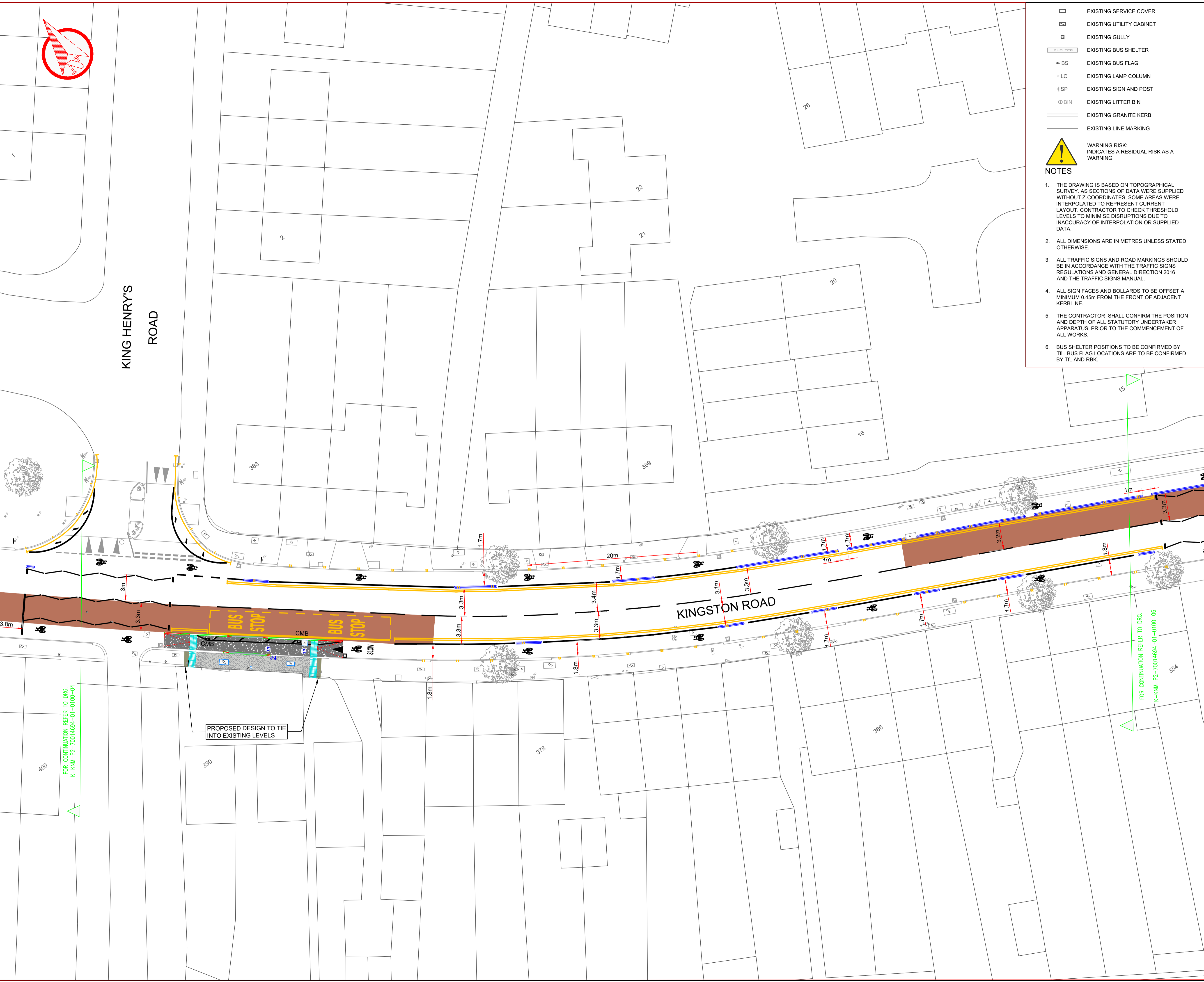
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| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

DETAILED DESIGN



PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES
 PHASE 2
 TITLE: GO CYCLE EASTERN ROUTE
 GENERAL ARRANGEMENT
 SHEET 04 OF 08

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
|-----------------|------------|------------------------------|---------|------------|-------|
| 1:200 | 26.03.2021 | AOS | MD | PF | A1 |
| WSP PROJECT NO. | | 70014694 | | | |
| DRAWING NO. | | K-KNM-P2-70014694-01-0100-04 | | REV S3-P03 | |



- KEY**
- EXISTING SERVICE COVER
 - EXISTING UTILITY CABINET
 - EXISTING GULLY
 - EXISTING BUS SHELTER
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ROYAL BOROUGH OF KINGSTON UPON THAMES
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GO CYCLE EASTERN ROUTE
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SHEET 05 OF 08

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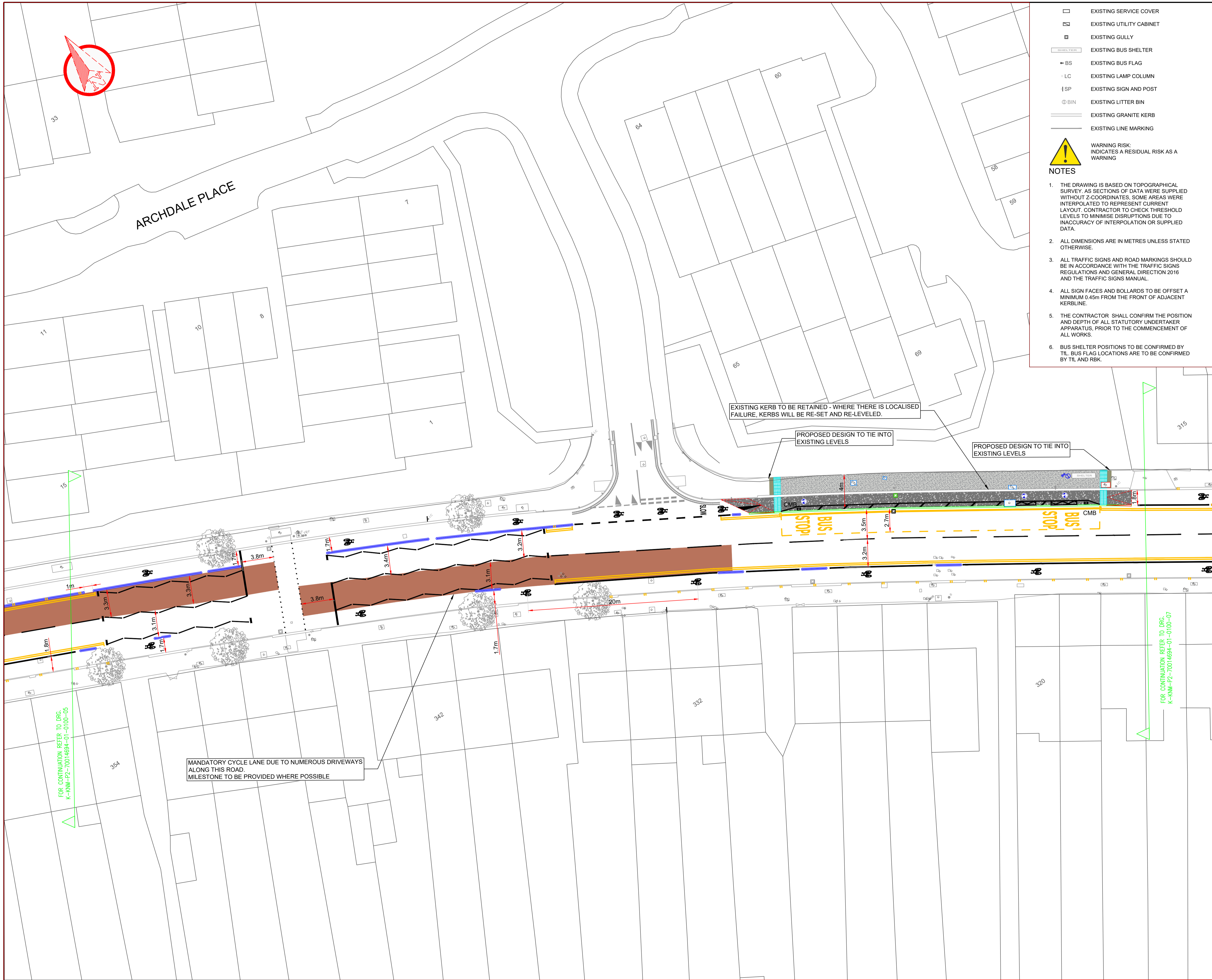
WSP PROJECT NO. 70014694

DRAWING NO. K-KNM-P2-70014694-01-0100-05 REV. S3-P03

FOR CONTINUATION REFER TO DRG.
K-KNM-P2-70014694-01-0100-04

FOR CONTINUATION REFER TO DRG.
K-KNM-P2-70014694-01-0100-06

PROPOSED DESIGN TO TIE INTO EXISTING LEVELS



- KEY**
- EXISTING SERVICE COVER
 - ▣ EXISTING UTILITY CABINET
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 - ▬ CMB PROPOSED CYCLEMASTER BOLLARD
 - LC PROPOSED LIGHTING COLUMN (TO BE CONFIRMED BY LIGHTING TEAM)
 - ↑ SP PROPOSED SIGN AND POST
 - ↑ LC PROPOSED SIGN ON EXISTING STREET FURNITURE
 - ▣ PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
 - ▣ EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED AND RAISED/LOWERED TO SUIT NEW LEVELS. (AS PER LOHAC STANDARD DETAIL 500.12)
 - ▣ EXISTING HOPPER BOX TO BE RAISED/LOWERED TO SUIT NEW LEVELS
 - BS RELOCATED BUS STOP FLAG. EXACT LOCATION TO BE CONFIRMED BY TIL
 - BIN RELOCATED LITTER BIN
 - ▣ EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS
 - ▣ EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL

| | | | | | |
|--------|------------|-----|------------------------------|----|----|
| S3-P03 | 11.06.2021 | AOS | MATERIAL UPDATE | | |
| S3-P02 | 07.05.2021 | AOS | SCHEME EXTENTS ADJUSTED | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

REV DATE BY DESCRIPTION CHK APD

DRAWING STATUS

DETAILED DESIGN

wsp

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+44 (0) 207 314 5000, F+44 (0) 207 314 5111
wsp.com

PROJECT
ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 2

TITLE
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 06 OF 08

SCALE @ A1
1:200

DATE
26.03.2021

DESIGN/DRAWN
AOS

CHECKED
MD

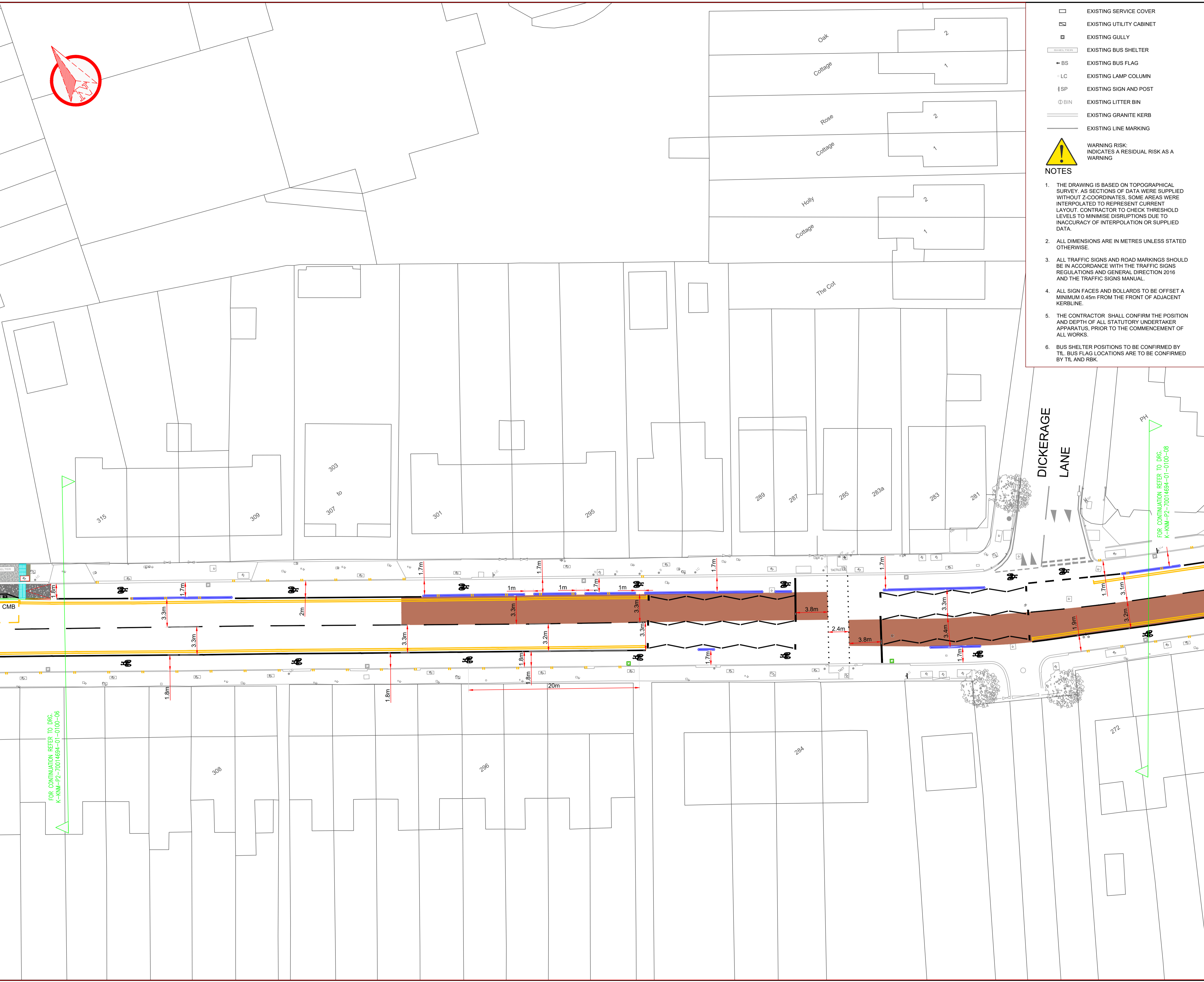
APPROVED
PF

SHEET
A1

WSP PROJECT NO.
70014694

DRAWING NO.
K-KNM-P2-70014694-01-0100-06

REV
S3-P03



- KEY**
- EXISTING SERVICE COVER
 - ▣ EXISTING UTILITY CABINET
 - EXISTING GULLY
 - ▭ EXISTING BUS SHELTER
 - BS EXISTING BUS FLAG
 - LC EXISTING LAMP COLUMN
 - ↑ SP EXISTING SIGN AND POST
 - BIN EXISTING LITTER BIN
 - ▬ EXISTING GRANITE KERB
 - ▬ EXISTING LINE MARKING
 - ⚠ WARNING RISK INDICATES A RESIDUAL RISK AS A WARNING
- NOTES**
- THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES. SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
 - ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - ALL TRAFFIC SIGNS AND ROAD MARKINGS SHOULD BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTION 2016 AND THE TRAFFIC SIGNS MANUAL.
 - ALL SIGN FACES AND BOLLARDS TO BE OFFSET A MINIMUM 0.45m FROM THE FRONT OF ADJACENT KERBLINE.
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 - BUS SHELTER POSITIONS TO BE CONFIRMED BY TIL. BUS FLAG LOCATIONS ARE TO BE CONFIRMED BY TIL AND RBK.

- KEY**
- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1/S SMA 14 BIN PMB DES WTR2
 - PROPOSED HIGH FRICTION SURFACING ON EXISTING CARRIAGEWAY SURFACING
 - PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm B1/S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
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 - PROPOSED 25mm LIGHT GREY ULTICOLOUR SMA 6mm SURF 40/60, LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
 - PROPOSED 200x100x65mm PAVERS ON 30mm SAND/CEMENT LAYING COURSE AND 100mm ST1 CONCRETE SUB-BASE PATTERN IMPRINTED SYNTHETIC 15mm ASPHALT, COLOUR LIGHT GREY, PATTERN BRICK
 - PROPOSED IMPRINTED SYNTHETIC 15mm ASPHALT, COLOUR LIGHT GREY, PATTERN GRANITE SETT
 - PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 - PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED
 - PROPOSED 125x255mm BULL NOSED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE (AS PER LOHAC STANDARD DETAIL 1100.10)
 - PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
 - PROPOSED 125x255mm SPLAYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
 - PROPOSED 125x255mm SPLAYED TO BULL NOSE TRANSITION CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
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 - PROPOSED SHARED PATH ROUNDEL LINE MARKING
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| S3-P03 | 11.06.2021 | AOS | MATERIAL UPDATE | | |
| S3-P02 | 07.05.2021 | AOS | SCHEME EXTENS ADJUSTED | MD | PF |
| S3-P01 | 09.04.2021 | AOS | INITIAL ISSUE FOR DISCUSSION | MD | PF |

REV DATE BY DESCRIPTION CHK APD

DRAWING STATUS

DETAILED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+44 (0) 207 314 5000, F+44 (0) 207 314 5111
wsp.com

PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 2

TITLE

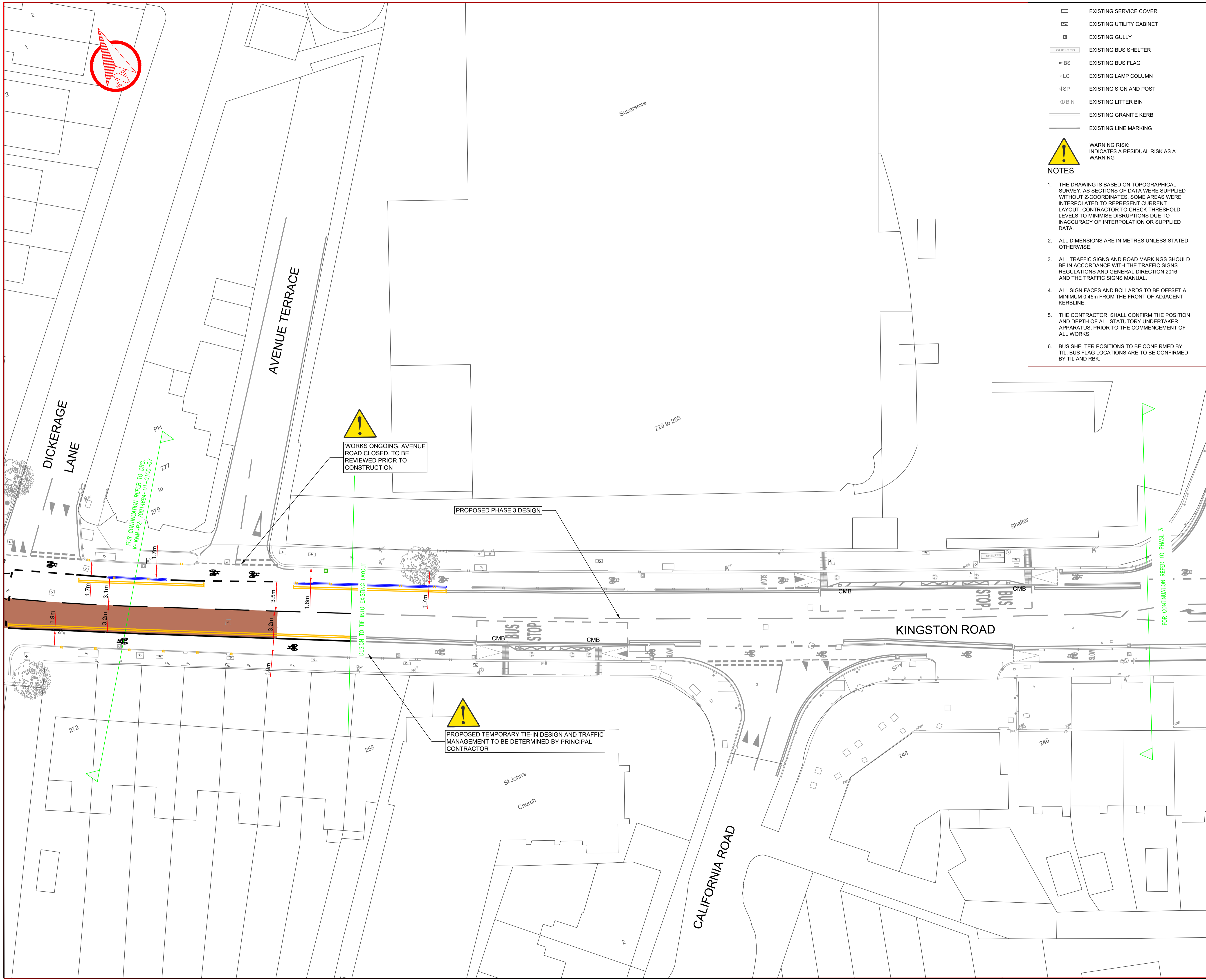
GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 07 OF 08

| | | | | | |
|------------|------------|--------------|---------|----------|-------|
| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 26.03.2021 | AOS | MD | PF | A1 |

WSP PROJECT NO. 70014694

DRAWING No. K-KNM-P2-70014694-01-0100-07

REV S3-P03



- EXISTING SERVICE COVER**
- EXISTING UTILITY CABINET**
- EXISTING GULLY**
- EXISTING BUS SHELTER**
- BS** EXISTING BUS FLAG
- LC** EXISTING LAMP COLUMN
- SP** EXISTING SIGN AND POST
- BIN** EXISTING LITTER BIN
- EXISTING GRANITE KERB**
- EXISTING LINE MARKING**
- WARNING RISK: INDICATES A RESIDUAL RISK AS A WARNING**
- NOTES**
1. THE DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. AS SECTIONS OF DATA WERE SUPPLIED WITHOUT Z-COORDINATES, SOME AREAS WERE INTERPOLATED TO REPRESENT CURRENT LAYOUT. CONTRACTOR TO CHECK THRESHOLD LEVELS TO MINIMISE DISRUPTIONS DUE TO INACCURACY OF INTERPOLATION OR SUPPLIED DATA.
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- KEY**
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 - PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
 - PROPOSED 125x255mm PLAYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
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| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|------------------------------|-----|-----|
| S3-P03 | 11.06.2021 | AOS | MATERIAL UPDATE | | |
| S3-P02 | 07.05.2021 | AOS | SCHEME EXTENTS ADJUSTED | MD | PF |
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DRAWING STATUS

DETAILED DESIGN

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+44 (0) 207 314 5000, F+44 (0) 207 314 5111
wsp.com

PROJECT

ROYAL BOROUGH OF KINGSTON UPON THAMES
PHASE 2

TITLE

GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 08 OF 08

SCALE @ A1

1:200

DATE

26.03.2021

DESIGN/DRAWN

AOS

CHECKED

MD

APPROVED

PF

SHEET

A1

WSP PROJECT NO.

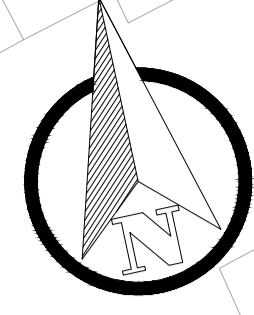
70014694

DRAWING No

K-KNM-P2-70014694-01-0100-08

REV

S3-P03



RAYLEIGH COURT

CHATHAM ROAD

HAWKS ROAD

EXISTING LIGHTING COLUMN TO BE RELOCATED AWAY FROM PROPOSED CYCLE PATH. PROPOSED LIGHTING COLUMN LOCATION IS INDICATIVE. LIGHTING TEAM TO REVIEW AND PROVIDE SEPARATE DRAWING.

EXISTING LIGHTING COLUMN TO BE RELOCATED AWAY FROM PROPOSED CYCLE PATH. PROPOSED LIGHTING COLUMN LOCATION IS INDICATIVE. LIGHTING TEAM TO REVIEW AND PROVIDE SEPARATE DRAWING.

UTILISING EXISTING FOOTWAY SPACE TO CREATE A TWO-WAY CYCLE PATH USING DEMARCATION CYCLE KERB

PEDESTRIAN HANDRAIL TO BE REMOVED TO ALLOW FOR SHARED SPACE

NO RIGHT TURN INTO CAMBRIDGE ROAD

PEDESTRIAN HANDRAIL TO BE REMOVED TO ALLOW FOR SHARED SPACE

PROPOSED TEMPORARY TIE-IN DESIGN AND TRAFFIC MANAGEMENT TO BE DETERMINED BY PRINCIPAL CONTRACTOR

EXISTING STAGGERED CROSSING REPLICATED, ISLAND RE-BUILD FURTHER SOUTH TO ACCOMMODATE LANE WIDTHS

PEDESTRIAN HANDRAIL TO BE REMOVED

PROPOSED KERB BUILD OUT, ELIMINATING THE TURN LEFT SLIP LANE.

PEDESTRIAN HANDRAIL TO BE REMOVED TO ALLOW FOR SHARED SPACE

- KEY
- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1S SMA 14 BIN PMB DES WTR2
 - PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
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 - PROPOSED LIGHT GREY ULTRACOLOUR SMA 6mm SURF 40/60 WTR 1, 25mm THICK LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
 - TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
 - PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 - PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
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| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|---------------|-----|-----|
| S1-P01 | 01.09.2021 | AOS | INITIAL ISSUE | | |

DRAWING STATUS

SKETCH

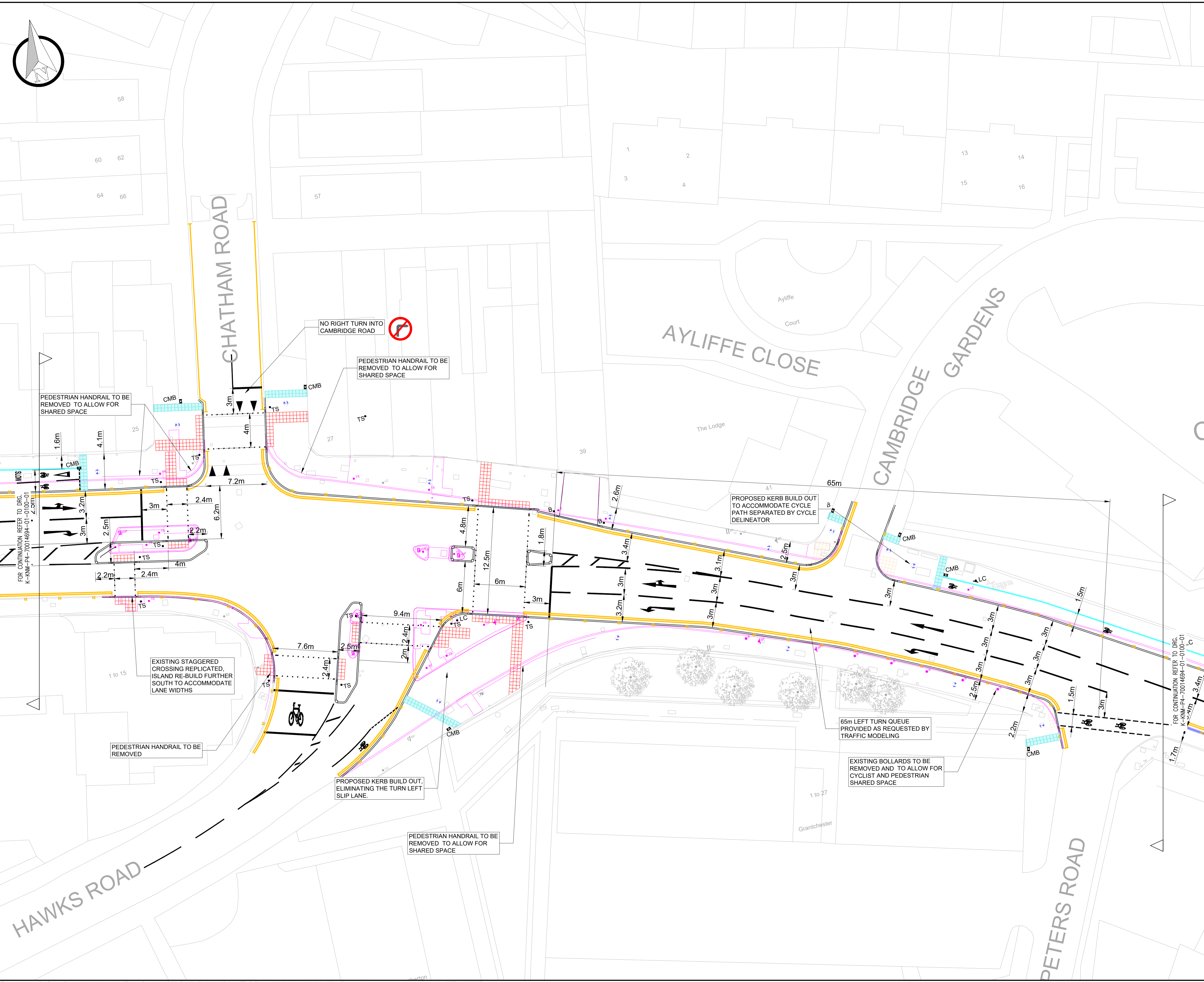
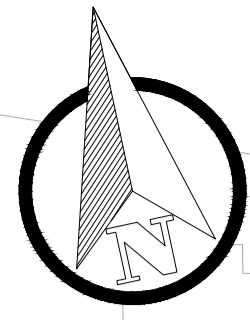
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wsp.com

PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES
CONSULTATION DRAWING FOR DISCUSSION

TITLE: GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 01 OF 05

| | | | | | |
|-----------------|------------------------------|--------------|---------|----------|-------|
| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
| 1:200 | 13.01.2020 | AOS | MD | PF | A1 |
| WSP PROJECT NO. | 70014694 | | | | |
| DRAWING NO. | K-KNM-P4-70014694-01-0100-01 | | | | |
| REV | S1-P01 | | | | |

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FOR CONTINUATION REFER TO DRG. K-KNM-P4-70014694-01-0100-01
FOR CONTINUATION REFER TO DRG. K-KNM-P4-70014694-01-0100-01

FOR CONTINUATION REFER TO DRG. K-KNM-P4-70014694-01-0100-01

NO RIGHT TURN INTO CAMBRIDGE ROAD

PEDESTRIAN HANDRAIL TO BE REMOVED TO ALLOW FOR SHARED SPACE

PEDESTRIAN HANDRAIL TO BE REMOVED TO ALLOW FOR SHARED SPACE

PROPOSED KERB BUILD OUT TO ACCOMMODATE CYCLE PATH SEPARATED BY CYCLE DELINEATOR

EXISTING STAGGERED CROSSING REPLICATED. ISLAND RE-BUILD FURTHER SOUTH TO ACCOMMODATE LANE WIDTHS

PEDESTRIAN HANDRAIL TO BE REMOVED

PROPOSED KERB BUILD OUT, ELIMINATING THE TURN LEFT SLIP LANE.

PEDESTRIAN HANDRAIL TO BE REMOVED TO ALLOW FOR SHARED SPACE

65m LEFT TURN QUEUE PROVIDED AS REQUESTED BY TRAFFIC MODELING

EXISTING BOLLARDS TO BE REMOVED AND TO ALLOW FOR CYCLIST AND PEDESTRIAN SHARED SPACE

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|---------------|-----|-----|
| S1-P01 | 08.03.2022 | AOS | INITIAL ISSUE | | |

DRAWING STATUS: FEASIBILITY DESIGN



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 wsp.com

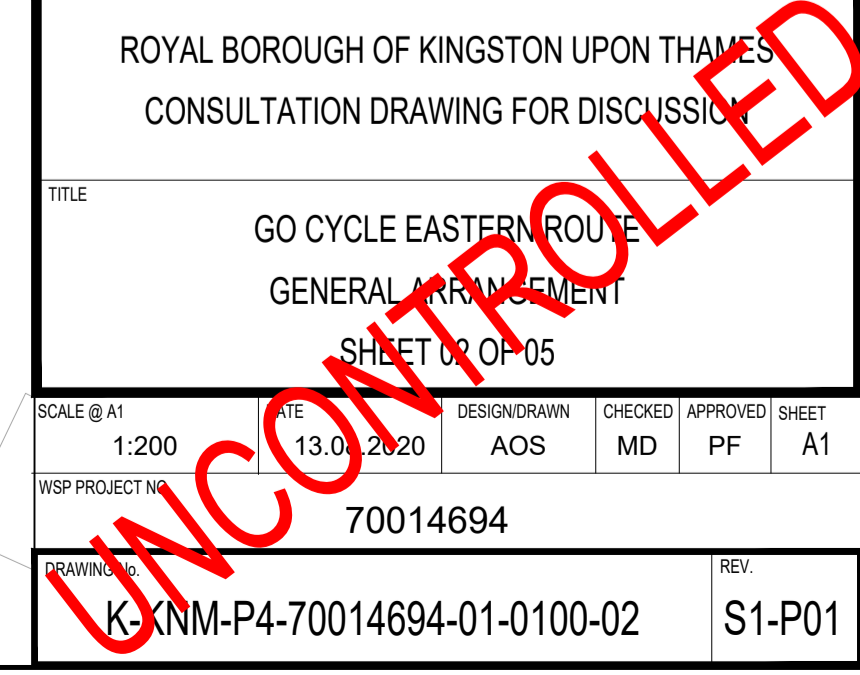
PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES
CONSULTATION DRAWING FOR DISCUSSION

TITLE: GO CYCLE EASTERN ROUTE
GENERAL ARRANGEMENT
SHEET 02 OF 05

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
|------------|------------|--------------|---------|----------|-------|
| 1:200 | 13.01.2020 | AOS | MD | PF | A1 |

WSP PROJECT NO: 70014694

| DRAWING NO. | REV |
|------------------------------|--------|
| K-KNM-P4-70014694-01-0100-02 | S1-P01 |



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- KEY**
- PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1S SMA 14 BIN PMB DES WTR2
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|--------|------------|-----|---------------|-----|-----|
| S1-P01 | 01.09.2021 | AOS | INITIAL ISSUE | | |

DRAWING STATUS: SKETCH

wsp

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PROJECT: ROYAL BOROUGH OF KINGSTON UPON THAMES
 CONSULTATION DRAWING FOR DISCUSSION

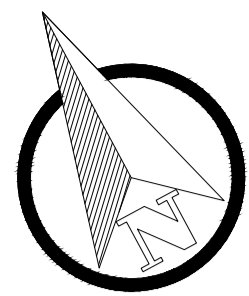
TITLE: GO CYCLE EASTERN ROUTE
 GENERAL ARRANGEMENT
 SHEET 04 OF 05

| SCALE @ A1 | DATE | DESIGN/DRAWN | CHECKED | APPROVED | SHEET |
|------------|------------|--------------|---------|----------|-------|
| 1:200 | 13.08.2020 | AOS | MD | PF | A1 |

WSP PROJECT NO: 70014694

| DRAWING NO | REV |
|------------------------------|--------|
| K-KNM-P4-70014694-01-0100-04 | S1-P01 |

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Cambridge
Gardens

125 to 160

45 to 49

101

Burritt Hall

51

51a

53

55

134

136

140

142

148

1 to 60

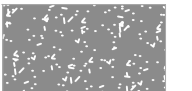






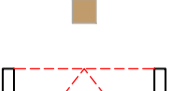











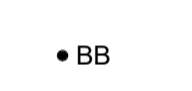

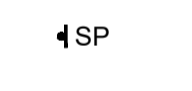




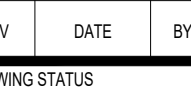

Brinkley

Cascadia

1 to 14


BURRITT ROAD

Playground

- KEY**
-  PROPOSED 40mm AC 6/10 CLOSE SURFACE COURSE, 125mm B1S SMA 14 BIN PMB DES WTR2
 -  PROPOSED 40mm THICK 20mm SMA CL942 WITH 65 PSV
 -  PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV, 60mm B1S SMA 14 BIN PMB DES WTR2, ON 200mm C20 CONCRETE BASE
 -  PROPOSED 40mm THICK 14mm SMA CL942 WITH 65 PSV
 -  PROPOSED 25mm THICK AC 6/10 CLOSE SURFACE COURSE 100/150 LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1 (AS PER LOHAC STANDARD DETAIL 1100.09)
 -  PROPOSED LIGHT GREY ULTICOLOUR SMA 6mm SURF 40/60 WTR 1, 25mm THICK LAID ON 50mm THICK AC 20 DENSE BASE 40/60 REC AND 150mm TYPE 1
 -  TREE PIT REINSTATEMENT AS PER LOHAC STANDARD DETAIL 1200.02
 -  PROPOSED CARRIAGEWAY RAMP TO CYCLE PATH
 -  PROPOSED 400x400x63mm CONCRETE TACTILE PAVERS IN RED LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED (AS PER LOHAC STANDARD DETAIL 1100.01, 1100.03)
 -  PROPOSED 400x400x63mm CONCRETE TRAMLINE/LADDER PAVERS LAID ON 100mm C16/20 CONCRETE BASE AND 30mm SHARP SAND BED
 -  PROPOSED 125x255mm BULL NOSED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE (AS PER LOHAC STANDARD DETAIL 1100.10)
 -  PROPOSED 125x255mm FLUSH BULL NOSED CONCRETE KERB WITH DROPPER LAID ON 150mm C16/20 WET LEAN CONCRETE WITH 6mm UPSTAND (MAX)
 -  PROPOSED 200x200x60mm CYCLE DEMARCATION PAVING LAID ON 150mm C16/20 WET LEAN CONCRETE
 -  PROPOSED 125x255mm SPLOYED CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
 -  PROPOSED 125x255mm SPLOYED TO BULL NOSE TRANSITION CONCRETE KERB LAID ON 150mm C16/20 WET LEAN CONCRETE
 -  PROPOSED YELLOW LINE MARKING
 -  PROPOSED WHITE LINE MARKING
 -  PROPOSED SHARED PATH ROUNDEL LINE MARKING
 -  PROPOSED MILESTONE 250mm WIDE
 -  PROPOSED CYCLE WANDS
 -  PROPOSED BELISHA BEACON
 -  PROPOSED BUS STOP FLAG
 -  PROPOSED ILLUMINATED GUIDE POST
 -  PROPOSED SIGN AND POST
 -  PROPOSED CYCLEMASTER BOLLARD
 -  PROPOSED SIGN ON EXISTING STREET FURNITURE
 -  PROPOSED NEW GULLY POT, CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED (AS PER LOHAC STANDARD DETAIL 500.12)
 -  EXISTING GULLY FRAME AND COVER TO BE REMOVED AND PROPOSED CYCLE FRIENDLY COVER AND FRAME TO BE INSTALLED. (AS PER LOHAC STANDARD DETAIL 500.12)

FOR CONTINUATION REFER TO DRG. K-KNM-P4-70014694-01-0100-01

FOR CONTINUATION REFER TO DRG. K-KNM-P2-70014694-01-0100-01

 PROPOSED TEMPORARY TIE-IN DESIGN AND TRAFFIC MANAGEMENT TO BE DETERMINED BY PRINCIPAL CONTRACTOR

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|--------|------------|-----|---------------|-----|-----|
| S1-P01 | 01.09.2021 | AOS | INITIAL ISSUE | | |

DRAWING STATUS: SKETCH



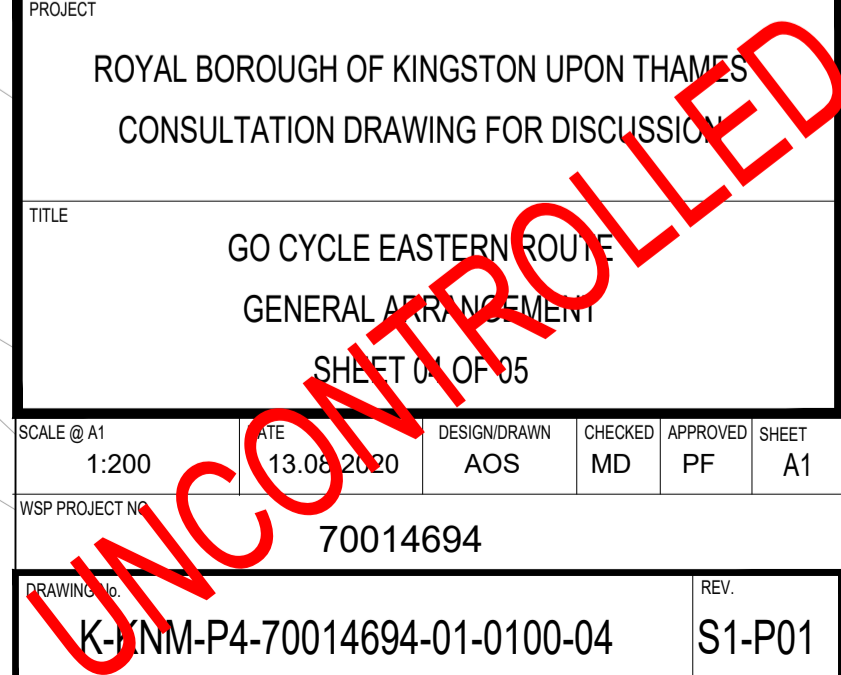
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REV: S1-P01



Cambridge Road Public Realm and Cycling Enhancement

- Public realm/pavements and planting on the two shopping parades: £152K
- Shop fronts improvements (up to 15, at £15K average) - £225K
- Cycle lane / Go Cycle network extension from Rayleigh Court junction, through Cambridge Road parade, to Gloucester Road junction, and then Kingston Road to California Road junction - including associated TfL signal upgrade: £1,310,000

Total Cost £1,687,000

Less Match Contribution to bid package match: £250K - Cambridge Road Estate S106

Total ask: £1, 437,000

The main retail and business services for the estate lie on Cambridge Road, predominantly opposite the Hawks Road junction and towards the Gloucester Road junction - images below. These spaces offer a very low quality public realm sense, presenting an unwelcoming image that undermines business vitality and pride in place. As the main convenience shopping areas for the Cambridge Road Estate and wider, enhancing these spaces is a key opportunity to provide a tangible indication of the improvements to the estate to come. Boosting the parade's retail viability will help to prevent the current and encroaching loss of retail uses and the threat to public amenity.

These parades will be connected through a new extension to the borough's Go Cycle network, with 1300m of new cycle lane from Rayleigh Court to California Road, New Malden, this new stretch, along with the remaining gap on nearby Ewell Road, are the final components of the Go Cycle programme, and would complete the Go Cycle network. The completion of the Go Cycle network will enable continuous and safe cycle journeys through Kingston and onto adjacent boroughs i.e. Richmond, Wandsworth, Merton and Surrey. This will support the health and employment outcomes of active travel for residents of the estate, better connecting them to local industrial estates and onwards to New Malden High Street, while playing a key role in the borough's overall cycle infrastructure.

Proposals for LUF funding include:

- Extensive renewal of footways with new paving
- Junction improvements for pedestrians
- Enhanced cycle lane provision to extend our Go Cycle 'mini-holland' programme
- Provision of cycle parking
- Renovation or improvements to up to 15 shop fronts
- Lighting improvements
- Local interpretation information reflecting the place's identity and history.
- Decluttering and deep cleaning

Opportunities to develop a local vernacular in colour palate and style will be explored with businesses and residents. Initial engagement with business has indicated a very positive

response to the proposals, providing a useful basis for further engagement in scheme design and delivery.

Outputs: Retail parades:

- 260 sq m of renewed public footpath
- Up to 15 refreshed or replaced shop fronts (including signage, canopies and full replacement)
- 85m of unsightly guardrail removed
- 5 sq m pf planting/greenery - 5 trees and tree pits, each 1 sqm

Outputs: Cycling infrastructure

- 1300m of new cycle lane, extending Kingston's Go Cycle network
- 29 new cycle parking stands (currently zero in situ)
- Traffic Signals upgrade and junction improvements.

Outcomes

- **Enhanced sense of place** providing a rejuvenated and better-defined neighbourhood centre.
- **Increased footfall and spend** for businesses in the parades, through a more welcoming and accessible offer.
- **Enhanced health outcomes** through support for cycling
- **Easier access to local employment opportunities** including local industrial areas and New Malden High Street.
- **Safer cycling** through enhancement to existing plans to incorporate Kingston's Go Cycle route through an improved junction.
- **Increased cycle-based visits** to the parades encouraged by provision of cycle parking
- **Increased collaboration between businesses** brought about through the engagement in scheme development and design, with the potential for a new business network to emerge.

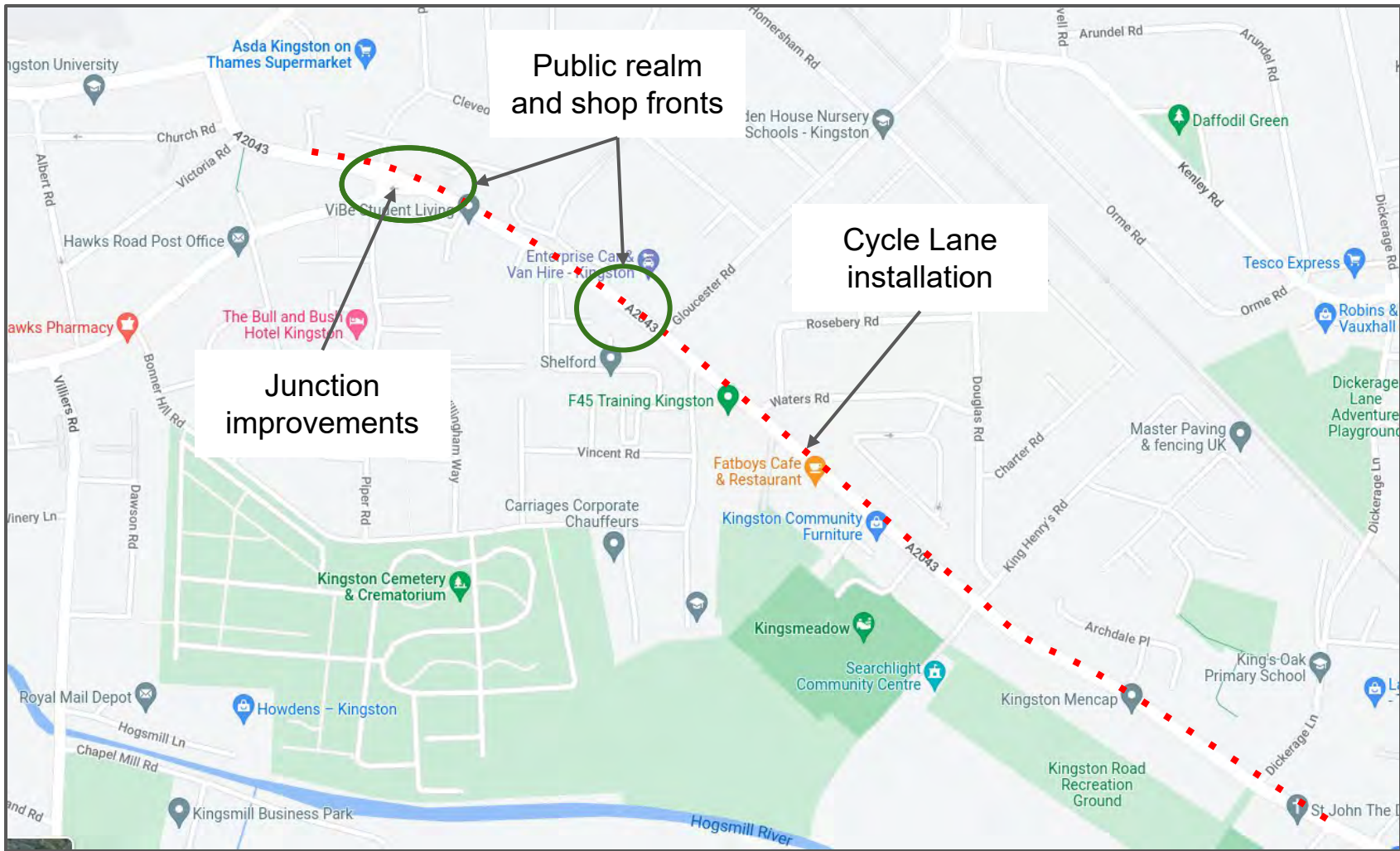
Hawks Road junction:



Gloucester Road junction:



Cambridge Road Estate - indications of current public realm spaces:



Public realm
and shop fronts

Cycle Lane
installation

Junction
improvements