The Royal Borough of Kingston upon Thames

Cycling - The First Choice

RBK’s Expression of Interest to the Mayor’s Outer London Cycling Fund

Executive Summary
July 2013
Support for our Expression of Interest

“This is a fantastic project and I’m delighted Kingston is taking even more initiatives to promote cycling. It was great to cheer Bradley Wiggins on during the Olympics - and I’m sure he’d be cheering Kingston on with this.”

Rt. Hon Edward Davey MP, Secretary of State for Energy and Climate Change and MP for Kingston & Surbiton

“Following the Olympics, Kingston has made a name for itself as a key destination for cyclists in London. Kingstonfirst fully supports the concept of making the town centre a mini-Holland and a cycle-friendly zone. Cycling is now a more prominent mode of transport, and by increasing the ease of access by bike it will encourage more people to come and enjoy everything that Kingston has to offer.”

Ros Morgan, Chief Executive, Kingstonfirst

“John Lewis welcomes this initiative to develop our town and improve the environment for residents workers and visitors alike. This is an exciting project that will enhance the image of the town and we look forward to working with key stakeholders to ensure its success.”

Andy Collins, Operations Manager John Lewis, Kingston

“We have enjoyed feeding in to RBK’s mini-Holland bid, and are pleased to see local stakeholder comments and suggestions have been considered and included in the final proposals. We are very much in favour of the proposals as presented: at Kingston University we are committed to encouraging cycling as a quick, healthy and sustainable mode of transport for our students and staff. We agree that the investment will go a long way towards improving the environment for everyone and will make Kingston an even more attractive and accessible place to go to university.”

Dr Victoria Hands, Director of the Sustainability Hub Kingston University

“Kingston played a major role in the Olympics cycling events and has a resident catchment populated by many cycling enthusiasts. As such it is ideally placed to contribute to the Mayor’s Little Hollands initiative. Our research shows that the majority of visitors to the Bentall Centre live relatively locally and there is, therefore, huge potential to encourage those visitors to cycle into Kingston by providing a cycle friendly environment and at the same time add to Kingston’s Olympic legacy.”

Chris Paterson, Director, Real Estate Aviva Investors (Owners of the Bentall Centre)

“We think this [Thames Boardway] would be a really imaginative and wonderful addition to Kingston and its riverside.”

John Miles, Canadian and Portland Estates (Town centre developers and Board Member of Kingstonfirst)
Foreword

As Lead Member for Place, Sustainability and Sport, I proudly present Cycling—the First Choice, our expression of interest in the Mayor of London’s Outer London Cycling Fund.

Our borough has always invited people to cycle—quite simply because we understand the liveability, social, health, economic, transport and environmental benefits that cycling can bring.

Cycling is more popular than we might think: whilst cycling levels overall appear low, this hides the finding that a third of the UK population makes an average of 6-7 cycled trips per week—with a fact that may be close to our experience in Kingston. Cycling is also profoundly accessible—available on demand to people of most incomes, men and women, the young and old, including many disabled people who find walking difficult and cycling easier.

A daily cyclist myself, I am very enthusiastic about the proposals put forward in the Mayor of London’s ground breaking Cycling Vision; I believe they hit the right note between delivering exciting, iconic schemes and high quality workaday infrastructure. All of our proposals are integrated seamlessly: our landmark projects will form an integral part of the whole network and we will take the opportunity to link with and improve our existing infrastructure.

Of course, our exciting infrastructure proposals are one important part of a package that includes information, encouragement and soft measures—the continuation and expansion of our high quality events, cycle-training and other complementary measures. We are ready to build on our existing successful partnerships with schools, workplaces, and other large organisations to build a strong and robust culture of cycling as an alternative to the car.

I encourage you to support our approach to improving transport in Kingston upon Thames.

Councillor Simon James
Lead Member for Place, Sustainability and Sport

[i] All Party Parliamentary Cycling Group April 2013: Get Britain Cycling Inquiry—report
NORMALISED CYCLING IN COPENHAGEN: 37-38% OF ALL JOURNEYS ARE MADE BY BICYCLE\footnote{http://www.copenhagenize.com/2009/07/worlds-most-bicycle-friendly-cities.html}
Cycling-The First Choice

We believe that a strengthening cycling culture will contribute to the borough’s liveability and local economy, will help to address climate change and will improve the health and wellbeing of its residents.

By building on past success and addressing local challenges, we can make Kingston London’s most cycle-friendly borough, establishing in the process a London-wide, perhaps even national, benchmark for quality.

Our vision is of a sustainable, healthy, inclusive, safe and prosperous borough. One in which cycling plays a much stronger role as a transport mode of choice—helping to reduce congestion, improve health and support the borough’s traditional town and district centres, reaffirming Kingston as an attractive place to live and work.

Relishing the exciting challenge presented by the London Mayor’s vision for cycling, we will develop high quality and appropriate infrastructure solutions on the major routes across the borough, particularly the key radial routes connecting Kingston with the borough’s network of district centres. These routes largely coincide with or connect areas identified as having a population profile that would most likely cycle. Our proposals will complement existing measures, many of which will be improved via our Quietways and Greenways programmes. We will create locally strategic Superhighways which connect with the existing Central London Superhighway Network from central London.

We will also deliver landmark projects that will address major points of severance and which will release suppressed demand for cycling. Our exciting proposals include a Superskyway over the Thames at Kingston, a ‘floating’ cycle boardway, a Dutch-style roundabout and major Cycle hubs at the borough’s two principal stations—Kingston and Surbiton and in Kingston town centre.

This document is the Executive Summary of Kingston’s mini-Hollands Expression of Interest - Cycling-The First Choice.

For further information or for a copy of the full document please contact:

Richard Lewis, Cycling Officer
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i) Transport for London / GLA 2013: The Mayor’s Vision for Cycling in London, an Olympic Legacy for all Londoners
We want more people of all ages and from all backgrounds to choose to cycle more often. Achieving this means that cycling needs to be perceived as a safe, practical, normal and accessible option for everyone.

A range of measures is needed to deliver this vision, under two main themes—mini-Hollands infrastructure enhancements; and information, marketing and soft measures.

Detailed development of the proposals in this document will be undertaken in partnership with stakeholder groups and through engagement with the public: what we propose is not ‘set in stone’—there is plenty of flexibility for change as ideas evolve at more detailed phases.

**Mini-Hollands**

Our plans for mini-Hollands will address the ‘Tube’ network, Safer Streets and Better Places strands of the Mayor’s vision.

We have already delivered a great deal of dedicated cycling infrastructure. In the process we have connected networks of quieter, residential streets and invested in our bit of the London Cycle Network. We have a number of schemes either proposed or underway, as described in the main document.

However, to complete the network we need major investment in the borough’s major road network to create conditions that are conducive to cycling, enabling people to reach destinations using the shortest, most intuitive and usually flattest routes. Our proposals to deliver high quality cycling schemes on these main routes will answer this need, taking opportunities to complement and improve existing infrastructure, much of which will receive small but high value interventions through the Quietways programme.

We will address road danger, delivering improvements to key junctions. The design of junctions and other cycling infrastructure will be guided by a new local public realm design guide, a new strategy for cycling and the soon to be revised London Cycling Design Standards\[iii\]. We will deliver improvements for all users in terms of accessibility, quality and attractiveness of the public realm, encouraging walking as well as cycling—to optimise the wider value of this investment.

**Information, engagement and softer measures**

Our plans for information, engagement and softer measures will build upon and extend what we already do to ensure we support the even greater numbers of people travelling by bike. Thereby normalising cycling in line with the Mayor’s vision.

We will deliberately target places where we can attract people who don’t cycle at the moment—including hard-to-reach, BME and under-represented members of our population.

We will use recognised public engagement techniques to involve local people in the design of cycling projects; we will hold events to promote cycling, providing information on those niggling practical doubts such as “how do I carry my bags?” and “do I need special clothing?”.

We have an outstanding record of delivering cycle-training to Bikeability standards: this will be built upon by extending level-3 training to secondary school children and adults.

**Targets**

Implementation of the proposals contained in this bid will provide the environment necessary to help Kingston meet the 20% mode share target set by the Mayor’s vision.
Kingston is justifiably proud of the work that has been done so far to facilitate and encourage cycling, as a result, we have seen a 14% increase in cycling between 2010 and 2012 and we are beating our LIP-2 targets by 100%, with a cycling mode share of 4% - one of the highest rates of cycling in London.

However, we recognise that in places, the design and quality of infrastructure may be judged as “weak” or even “very poor”. Often our good intentions are challenged and too frequently compromised by local circumstances, including narrow streets, parking pressures, capacity, and kerbside activities. Recognising and responding to these issues and doing better is, of course, our opportunity. Rising to meet the challenge of applying a consistent, Gold standard of design is fundamental to delivering transformational improvements to the borough’s cycling infrastructure—taking full advantage of this historic initiative.

Challenges and opportunities
Kingston’s mini-Hollands proposals

We want to complement, improve and extend our existing network of cycling infrastructure, concentrating most effort on the most direct routes leading to places people want to visit, while remembering to cater for the myriad of local journeys.

We recognise that addressing known issues to create a connected core network is the essential element that binds all parts of the borough to each other and to neighbouring areas to make cycling, not only a travel option, but the preferred first choice.

Our proposals are presented as a core-package of network wide improvements. These proposals are complemented by three landmark projects to improve north-south and east-west connectivity and a significantly enhanced public realm.

**Strategic Connections**
Delivery of a core network of new and improved cycling infrastructure including semi-and-fully-segregated tracks and lanes including redistributing road space to cycles on a new ‘Wheatfield Greenway’ on the eastern side of Kingston town centre’s Relief Road, a Dutch-style roundabout and cycle superhubs. Linked to this (and all other proposals), we will continue to expand our programme of complementary measures—information, encouragement, training and promotion.

**Landmark projects**

**Railway Superskyway**
The Railway Superskyway will connect Kingston Station with Hampton Wick via a new dedicated bridge over the Thames and a New York High Line styled linear public space.

**Thames Boardway**
The Thames Boardway will connect with the Railway Superskyway, providing, on fixed pontoons, a dedicated north-south link, bypassing the west side of the town centre and facilitating longer journeys on the strategic connections.

**Kingston Station Plaza**
A new car-free plaza at Kingston Station will create a welcoming gateway to Kingston town centre for cyclists and pedestrians and realise a popular new public space that can also be used for events.
Eighteen projects fall under the banner of Strategic Connections—the proposed strategic cycling routes, cycling hubs, complementary measures and the Dutch-style roundabout.

Schemes SC.1-SC.14 form the core network of high quality, connected links, while schemes SC.15-SC.17 are three proposed cycle superhubs. Locations of these schemes are shown on the map below. Scheme SC.18 will deliver an enhanced package of complementary measures will support all proposed infrastructure improvements.

A brief summary of the proposed semi- and full-segregation design standards and main schemes is set out on the following pages. Details of all proposals are included within Kingston’s Cycling-The First Choice bid document.
Kingston’s mini-Hollands proposals

STRATEGIC CONNECTIONS: A NETWORK OF HIGH QUALITY AND CONNECTED LINKS

Design standards

The cross sections set out on this page show the standards we aspire to achieve on all routes and the minimum standards we require where streets have constrained widths and conflicts with other kerbside uses including parking, loading and bus stops.

In principle, the transfer between and within different types of cycling infrastructure should be seamless, with cyclists having the same forward priority enjoyed by motorists in the adjacent carriageway.

Design will respond well to different situations: at any given location, the best option from a palette of measures will be introduced to respond to available space, competing demands, capacity and kerbside activity—giving emphasis to the primary aim of improving conditions for cycling and the need to avoid compromising the required high standard of design and continuity.

Particular care will be taken to ensure that road danger and conflict are minimised at junctions and where cyclists and pedestrians mix: this will involve research into mainland European best-practise and advice in LCDS, to be collated in a regularly reviewed public realm design manual. The Danish approach to conflict resolution will be of particular value due to the similarities in highway design between Copenhagen and the UK.

Cycling infrastructure will minimise any adverse impacts on other street users; indeed where possible it should be combined with improved accessibility for pedestrian traffic and for those with physical and sensory disabilities.
Profiled projects

**SC.1 Wheatfield Way Greenway**
Implement a 20mph speed limit, high quality cycle tracks and associated infrastructure on the relief road east of the town centre to enable direct north-south connections incorporating frequent links from the greenway into the town centre core.

**SC.2 (A307) Portsmouth Road north and SC.4 Portsmouth Road south**
A segregated two-way track along the west side of Portsmouth Road (north). The track will lead directly into the Thames Boardway project leading to the Railway Superskyway and other strategic and quietway routes. On Portsmouth Road (south), bicycle priority lanes together with bus-boarders will take cyclists off the carriageway at bus stops.

**SC.3 Kingston to Surbiton**
Full ‘light’ segregation will be achieved along Penhryn Road, featuring with-flow cycle lanes incorporating hatched or physical buffers.

**SC.13 Dutch roundabout**
The major local barrier presented by the Fountain Roundabout will be addressed by introducing a Dutch-style solution which separates cycles from other traffic.
Kingston’s mini-Hollands proposals

**STRATEGIC CONNECTIONS:** A NETWORK OF HIGH QUALITY AND CONNECTED LINKS

**SC.14 Kingston town centre connectivity improvements**

To ensure continuity from the major strategic routes and within Kingston town centre, a number of schemes will be implemented including improved formal crossings and changes to signal timings to give more priority to cycles and pedestrians.

**SC.15/16/17 Cycle Superhubs**

Two major station superhubs will be introduced, the largest (2,000 spaces) at Surbiton and a smaller centre at Kingston station (400 spaces). We will also ensure that cycle parking is available at the borough’s other stations. A third superhub (1,000 spaces) will be provided at Kingston town centre (south), serving major employers including the Council and university campus.

**SC.18 Complementary information, engagement and softer measures**

We will expand our programme of complementary measures to provide information (and encouragement) for existing and would-be cyclists, giving emphasis to promoting cycling among hard-to-reach groups and activities which build public support for cycling initiatives in the borough.

More information regarding our work is contained in the main bid document.
The project

The Thames is both an attraction and a barrier. The Railway Superskyway will be introduced to provide a highly attractive and popular route linking Kingston and Hampton Wick which also enhances wider cycle permeability and connects with the Thames Boardway and Wheatfield Way Greenway (SC.1). It will make cycle trips more convenient than driver trips for the same journey and will deliver improved accessibility for pedestrians as well as a popular landscaped linear open space similar in concept to the New York High Line.

The Superskyway would form part of a long-distance fast cycle (commuting) route to central London, benefiting residents of Richmond as well as Kingston.
The project

The Thames at Kingston has gradually transformed from an industrial place that the town once turned its back on, to one that is vibrant, attractive and busy. Our proposal seeks to confirm the riverfront’s importance as a great place for walking and cycling.

We will build a fixed cyclists’ boardway, ‘floating’ on the Thames. This exciting project will complete a key strategic link enabling cyclists to bypass the town centre while taking advantage of its attractive river setting. The boardway will be dedicated for cyclists’ use, except for access to moorings, complementing the existing, parallel pedestrian-only path.
The project

Today a major one-way street severs Kingston Station from the town centre, resulting in an unattractive, unresolved public realm dominated by motor-traffic and intimidating for cyclists. Tomorrow, a new plaza could stretch out from the station providing a pedestrian and cyclist gateway to the town centre.

The plaza and overall public realm improvements will enhance the opportunity created by the proposed cycle-hub (SC.16) and Superskyway, to integrate the station more effectively into the town centre and the strategic cycle network. This will form a key junction between north-south and east-west routes.

Motor traffic will be routed through a new underpass, the impact of which will be minimised through careful, contemporary design and landscaping—and overall the capacity of the road will be reduced by the equivalent of a lane in order to maximise the size of new public space around the portals.

Seed funding could enable us to take a wider view of the entire relief-road system to identify other opportunities to introduce further exciting changes and establish how this particular scheme might work in traffic terms.
The letter inviting expressions of interest for the mini-Hollands programme outlined the programme scope through a number of bullet-point criteria. It additionally requested that a number of elements be included in the expression of interest.

The table below demonstrates how this document aligns with the criteria in TfL’s letter.
## Costs

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Description</th>
<th>Estimated cost</th>
<th>Key assumptions, notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic network, superhubs and complementary measures</strong></td>
<td></td>
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<tr>
<td>SC.1</td>
<td>Wheatfield Way Greenway Direct north-south link bypassing Kingston town centre on its eastern side</td>
<td>3,000,000</td>
<td>Assumptions are interim awaiting publication of revised London Cycle Design Standards (LCDS)</td>
</tr>
<tr>
<td>SC.2</td>
<td>Portsmouth Road (A307) north Connection to the Thames Boardway (Scheme LP.B) and Surbiton via Palace Road</td>
<td>250,000</td>
<td></td>
</tr>
<tr>
<td>SC.3</td>
<td>Kingston to Surbiton Direct link connecting Kingston town centre and Surbiton Station, providing access to the Surbiton Station Cycle Hub</td>
<td>750,000</td>
<td>Some sections require fresh analysis in next round due to particular challenges of street widths, conflicting demands and junction layouts</td>
</tr>
<tr>
<td>SC.4</td>
<td>Portsmouth Road (A307) south Extension of Scheme SC.1 (Wheatfield Way), providing a connection to Thames Ditton (Surrey)</td>
<td>500,000</td>
<td></td>
</tr>
<tr>
<td>SC.5</td>
<td>Cambridge Road / Kingston Road (A2043) Link between Kingston and New Malden</td>
<td>1,750,000</td>
<td></td>
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<tr>
<td>SC.6</td>
<td>Coombe Road / Coombe Lane West (A238) Connection between Kingston and Coombe via Norbiton This route leads to CS7 at Merton</td>
<td>1,250,000</td>
<td></td>
</tr>
<tr>
<td>SC.7</td>
<td>Kingston Hill / Kingston Vale (A308) Connection between Kingston town centre and Kingston Vale, providing a commuter route to central London</td>
<td>2,000,000</td>
<td></td>
</tr>
<tr>
<td>SC.8</td>
<td>Avenue Elmers Link between schemes SC.3 and SC.9. Enabling continuity between Kingston town centre and Tolworth</td>
<td>250,000</td>
<td></td>
</tr>
<tr>
<td>SC.9</td>
<td>Ewell Road (A2040) Link to Tolworth and Kingston town centre via schemes SC.3 and SC.8</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td>SC.10</td>
<td>Richmond Road (A307) Link between Kingston town centre and Richmond</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td>SC.11</td>
<td>Hook Road / Upper Brighton Road (A307) Link between scheme SC.2 (Portsmouth Road) and Hook</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td>SC.12</td>
<td>Malden Road (A2043) / High Street (B283) Link between New Malden, Old Malden and Worcester Park Also provides a route towards Sutton</td>
<td>1,500,000</td>
<td></td>
</tr>
<tr>
<td>SC.13</td>
<td>Dutch style roundabout Upgrading Fountain Roundabout to a Dutch style design with segregation and cycle priority across all arms</td>
<td>2,500,000</td>
<td></td>
</tr>
<tr>
<td>SC.14</td>
<td>Kingston town centre connectivity improvements Prioritising cyclists at all relief road junctions</td>
<td>2,000,000</td>
<td></td>
</tr>
<tr>
<td>SC.15</td>
<td>Surbiton Station cycle superhub Cycle-parking (2,000 spaces), cycle shop, information, lockers.</td>
<td>10,000,000</td>
<td></td>
</tr>
<tr>
<td>SC.16</td>
<td>Kingston Station cycle hub Cycle parking (400 spaces), cycle shop, information, lockers.</td>
<td>2,250,000</td>
<td>Cost includes overlap measures relating to the cycle hub and Superskyway</td>
</tr>
<tr>
<td>SC.17</td>
<td>Kingston town centre cycle hub Cycle parking (1,000 spaces), cycle shop, information, cyclists’ café, showers.</td>
<td>2,000,000</td>
<td>Based on use of existing building</td>
</tr>
<tr>
<td>SC.18</td>
<td>Complementary measures Complementary measures providing significant local marketing and promotional activity—information, encouragement and softer measures.</td>
<td>1,500,000</td>
<td>A stakeholder workshop expressed broad support for the proposed measures</td>
</tr>
</tbody>
</table>

**Preliminary cost estimate for schemes SC.1 to SC.18** £34,500,000
Costs (contd.)

<table>
<thead>
<tr>
<th>Scheme</th>
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<th>Estimated cost</th>
<th>Key assumptions, notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPA</strong></td>
<td>Railway Superskyway</td>
<td>£20,000,000</td>
<td>[1] There are elements that overlap between the Kingston Station cycle hub and the Railway Superskyway. The cost associated with these elements (approximately £1.2 million) are included in the Kingston Station cycle hub cost, but excluded from the Railway Superskyway cost (to avoid double counting).</td>
</tr>
<tr>
<td><strong>LPB</strong></td>
<td>Thames Boardway</td>
<td>£7,750,000</td>
<td>Environment Agency support and approval required. Support from adjacent businesses required. Due consideration required regarding house-boats and river activities.</td>
</tr>
<tr>
<td><strong>LPC</strong></td>
<td>Kingston Station Plaza</td>
<td>£41,500,000</td>
<td>Relocation of underground services / utilities. Feasibility of traffic management and bus and servicing changes. Feasibility of steep ramp gradients. Feasibility of alternatives to underpass.</td>
</tr>
</tbody>
</table>

Preliminary cost estimate for all projects (combined total) **£103,750,000**

Costs were estimated for each scheme. However, it should be noted that these estimates are based on initial concepts only, and that a substantial amount of further work and refinement will be required. As such, a confidence level of no greater than ±50% should be ascribed to these costs. The estimated costs for each of the schemes are given in the table.

These costs have been developed in three ways:

» Quantity surveyor: costs for the more substantial schemes were estimated by a quantity surveyor.

» Unit cost: for the segregated and semi-segregated routes, an average unit cost per linear kilometre was estimated, of £500,000 per linear kilometre. However, it is likely that the actual unit cost will differ substantially between corridors, given varying conditions and constraints.

» Estimate: initial estimates, based on professional judgement and costs on past projects.

Project-on costs (professional fees for design, supervision, project and costs management, fees and licences) of 15% and a contingency of 20% are included.

» Costs exclude:

  » Council internal costs
  » Legal and commercial costs
  » Financing costs
  » Project costs to date
  » Land / foreshore acquisition costs
  » The cost of any claims for compensation
Contact details

For further information on cycling in Kingston, or for a digital copy of Kingston’s full mini-Hollands bid submission, please contact:

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Technical support

We engaged the services of Steer Davies Gleave to assess and develop our proposed major scheme designs to ensure that this Expression of Interest is visionary yet realistic.