The Royal Borough of Kingston upon Thames

A cycling vision for everyone

Kingston Council’s Stage II submission to the Mayor’s Outer London Cycling Fund

December 2013
Support for our mini-Holland proposal

“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

“These are ambitious proposals and represent a new, integrated approach to cycling in North Kingston. If successful, the bid will put the area at the forefront of the Mayor’s plans for London’s cycling network.”
Rt. Hon. Zac Goldsmith MP for Richmond Park and North Kingston

“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

“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

“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

“Cycling is increasingly popular in our borough, and these proposals can take the number and proportion of journeys made by bike to Dutch levels. We are pleased to see that these concepts push beyond the boundaries of what has previously been considered possible. When implemented they will release the pent-up demand for travelling by bike.”
Jon Fray, Co-ordinator, Kingston Cycling Campaign

“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)

“Kingston played a major role in the Olympic 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)

“Merton Council supports Kingston Council’s mini-Holland submission and we very much look forward to working with you on projects that cross our shared boundary.”
Chris Lee, Director of Environment and Regeneration, London Borough of Merton
Foreword
from the Lead Member for strategic transport

There is a significant latent demand for cycling in our borough, which investment in quality facilities and infrastructure can help to unlock.

Little more than four months ago I outlined ambitious plans to make Kingston more cycle-friendly as part of the Mayor of London’s challenge to boroughs to create ‘mini-Hollands’. We were delighted to be shortlisted for a possible share of the £100million available to help make our town centres as bike-friendly as their Dutch equivalents.

Our Stage 2 proposals represent a cycling vision for everyone; they will benefit all road users by enhancing road safety for pedestrians as well as cyclists, reducing congestion for motor vehicles and improving pedestrian access.

We understand the financial, environmental, social and health benefits of cycling and our plans are designed to make more people want to choose cycling more often. Kingston already has one of the highest rates of cycling in outer London. But we also know that there is significant latent demand for cycling in our borough, which investment in quality facilities and infrastructure can help to unlock.

The London 2012 Road Cycling events put Kingston firmly on the cycling map and we continue to be a key venue for the Mayor of London’s hugely successful Prudential RideLondon festival. The proposals we are now putting forward will help us to deliver a long-term Olympic legacy.

I cycle every day, and I am very enthusiastic about the Mayor of London’s proposals in his groundbreaking vision for cycling. They hit the right balance between creating exciting, iconic schemes and high-quality, everyday infrastructure. You will see that is the approach we have taken in Kingston.

We were very encouraged by the response to our initial plans. We have developed and fine-tuned our proposals, working with Transport for London and the Mayor of London’s advisers. I encourage you again to support our bid to shape the future transport landscape in Kingston upon Thames.

Councillor Simon James
Lead Member for Strategic Transport
The Royal Borough of Kingston upon Thames
Mini-Holland Stage II submission

Conservatives at Kingston Council are pleased to support the proposals set out in this Bid, especially where they provide additional and significant tangible benefits for every resident; not just cyclists.

Foreword from the Opposition Lead Member for Strategic Transport

Our main priority at any time is to see that taxpayers’ money is spent wisely; it is essential that any project delivers lasting benefit to the whole community and the local economy. In addition, we also want to ensure that the taxpayers’ money brings about a demonstrable and measurable return on the investment, be it through savings, cost reductions or regeneration that attracts new employment and economic activity.

There are significant challenges in delivering transformation to cycling in Kingston especially in relation to the other road users and pedestrians. I have well known concerns around the concept and implementation of ‘shared spaces’, where cyclists, pedestrians and motorists mingle together. So I am very pleased to see that the logical choice of ‘separation’ is the preferred option and that shared spaces play a much reduced role in this bid process.

Our support for this bid is based on the clear understanding that it will deliver what it promises: to make cycling more accessible and safer for ordinary people. The benefits of cycling to cyclists themselves are well known, and are referred to throughout this Bid document. However, it is vitally important to me that our proposals bring benefits to all road users. I believe that a reasonable balance has been struck.

The proposed schemes are ambitious and innovative. With these new improved facilities and infrastructure comes, in my view, an increased responsibility for a minority of cyclists and motorists who don’t always obey the rules of the road. These minorities will need to adopt a more mutually respectful and considerate etiquette.

The planned improvements to the infrastructure are potentially so good that I can see me being tempted back on to two wheels; although it is absolutely safe to say that should that be the case I will always be a Lycra-free, fair weather rider.

I would wholeheartedly encourage you to support our Bid so we can deliver these exciting improvements and benefits to our much loved Royal Borough.

Councillor Richard Hudson
Opposition Lead Member for Strategic Transport
A cycling vision for everyone

Kingston Council’s Stage 2 bid to Transport for London for funding to deliver transformational change for cycling in the borough, bringing benefits to everyone whether or not they cycle.

We are determined to make cycling in the borough more convenient, better connected and safer, making cycle travel appeal to many more people more often. Conditions for cycling should be good enough that people actively choose it over other ways of getting about.

Cycling in Kingston will be seen as an enjoyable, safe, practical and accessible everyday option for more people, including older and disabled people, children and families. As a result people will save money, help protect the environment and be healthier, and children will be able to travel independently and in safety.

Our vision for cycling is a vision for everyone, benefiting all road users, not just cyclists. We will reduce congestion by encouraging more people to cycle, freeing up road space for those making journeys for which the car or bus is the only sensible option. And we will improve relations between cyclists, drivers and pedestrians through innovative design that caters for the needs of all road users.

We want cycling, and the wider benefits of a pro-cycling environment, to be a powerful reason for people to choose to live, work and study in our borough.
In April 2013, the Mayor’s Cycling Commissioner, Andrew Gilligan, invited the Outer London boroughs to bid for up to £100m of innovative and exciting projects that would together bring about a transformation of the environment for cycling, in the process creating “mini-Hollands” focussed on town centres.

Following extensive discussions with stakeholders the Council developed a range of proposals, many of which were taken forward and included in an Expression of Interest (EoI) submitted to TfL in July.

In August, the Council was selected with seven other shortlisted boroughs to convert its initial EoI into a formal funding bid to Transport for London (TfL) to deliver its Mini-Hollands proposals. The proposals in this document, build on those contained within the original EoI by selecting schemes that can be delivered within the time and financial constraints that form the parameters for the bid.

To classify these projects, we have drawn a notional ‘line’ between those that can be delivered through this bid, and longer term projects for future consideration. Projects are structured as two main groups:

‘Above the line’ projects are those that can be delivered by 2016 and within based on the notional £35-40m budget advised by TfL. In some instances, new projects have been introduced as ‘interim replacements’ with a reduced scope for proposals that would be too expensive to deliver in their original form.

We would like to deliver a mix of ‘everyday infrastructure’, which are listed in order of combined cost and deliverability and at least one of the two ‘landmark’ projects as follows:

The above the line projects are:

‘Every day infrastructure’— routes and hubs

1. The strategic route network including Wheatfield Way Greenway, Kingston Road and the Dutch-style roundabout at the Fountain Roundabout
2. Kingston Station Plaza (Wood Street) public realm project producing a ‘lite’ version of the original Station Plaza scheme
3. A Station Cycling Superhub at Kingston Station
4. A Station Cycling Superhub at Surbiton Station
5. A new green Mini Hollands route providing direct access between New Malden and Raynes Park alongside the railway line

‘Landmark projects’

Our package also includes two iconic projects that we would like to deliver as part of the programme. These iconic projects are:

1. The Thames (Railside) bridge, which connects Kingston and Hampton Wick in Richmond
2. The Thames riverside Boardway

Below the line projects

‘Below the line’ projects are for the longer term and future consideration. These have been retained from the EoI because they may come forward in future mini-Holland bids or as part of other LIP funding streams such as Major Schemes. The below the line projects are:

1. Kingston SuperSkyway with Kingston Station Superhub (full version)
2. Kingston Station Plaza (full version)
3. Kingston town centre cycling superhub
4. Surbiton Station Superhub (full version) (potential subject to any future major development projects)

The Council considers these ‘below the line’ projects to be of considerable merit and will take every opportunity to bring them forward in the future, either as part of a future round of mini-Hollands or as part of other schemes. To this end, the outline descriptions and cost estimates for these below the line projects set out in the original EoI have not been amended for the purpose of this bid and no additional information is provided.
Pedestrians frequently block the dedicated cycle crossing outside Kingston station.
Background and Context

Problems, opportunities and issues

Kingston has the second highest mode share of cycling in outer London. However, this mode-share is compromised by the quality and consistency of cycle infrastructure and facilities across the borough. The mini-Hollands funding will enable us to unlock our untapped cycling potential through implementation of consistent, high-quality cycle infrastructure improvements borough wide.

Current situation
Kingston has the second highest mode share of cycling in outer London, reflecting our success at implementing a range of measures that have together made the borough attractive for cycling. The borough is relatively flat and already has some good cycle routes and infrastructure.

The most recent London Travel Demand Survey (LTDS) showed that 3.9 per cent of all trips in the borough are made by bike. Like London as a whole, the level of cycling in Kingston has been growing in recent years. Our annual cordon counts showed a 17 per cent rise in cycling between 2010 and 2013, beating the targets set in our Local Implementation Plan (LIP) by 100 per cent.

The borough also has an improving trend in relation to cycling casualties. At the end of 2008 we recorded a 38 per cent decrease in the number of cyclists killed and seriously injured, compared with the average for 1994-98. Kingston is already well ahead of the London average.

The mini-Hollands investment will enable us to build on this success and help us to unlock the strong cycling potential we have across the borough.

Traffic congestion
The borough experiences relatively high levels of traffic congestion, despite overall traffic volumes decreasing in the borough since 1999. The private car accounts for almost half of all trips in the borough. Congestion was residents’ main concern in our 2009 Residents Survey.

Traffic congestion is particularly acute on the relief road around Kingston town centre, and on Richmond Road, Kingston Hill, Coombe Road and Cambridge Road/Kingston Road on the approaches to the relief road. There are also delays on Ewell Road through Surbiton and on the Malden Road through New Malden town centre.

High levels of car dependence are attributed to the borough’s poor orbital rail links, high travel costs to central London, low frequency rail services from some stations and areas such as Coombe, Berrylands and Hogsmill where the level of public transport accessibility is low.

Opportunity: by making cycling a realistic and attractive choice for more people we can relieve pressure on our road network, reduce the negative impacts of traffic congestion and enable quicker and easier trips for all.

Public transport overcrowding
The London and South East Route Utilisation Strategy (2011) reports that the South West mainline is running at up to 110 percent of capacity during peak times and is identified as a “severely stressed” rail corridor in the sub-regional transport strategy which also identifies the reduction of public transport overcrowding as a key challenge. Kingston, particularly southern parts of the borough, is expected to accommodate a relatively high proportion of the forecast population growth, which will place additional pressure on public transport capacity. The borough relies heavily on the bus network to provide acceptable levels of public transport accessibility. With forecast population growth, the demand placed on buses in the borough will continue to rise.

Opportunity: more cycling will help to reduce public transport overcrowding by converting short trips from the bus and potentially converting some longer rail journeys towards inner and central London. Encouraging cycling to the borough’s stations may also help to spread demand at peak times by helping commuters to catch earlier or later trains at times when bus frequencies may be low. Reduced congestion may ease bus journeys and cycling may also give people an alternative to using the bus, making bus journey times more reliable and reducing the number of buses required to maintain the same frequency.
Background and Context

Problems, opportunities and issues

Orbital routes
The sub-regional transport strategy highlights improved connections between Kingston town centre and Wandsworth, Merton and Sutton as priority links. On the Kingston to Wandsworth corridor there are limited cycling facilities to assist connections to Cycle Superhighway 8, while on the Kingston to Merton corridor, cycling trips towards Cycle Superhighway 7 are hampered by poor connections across the A3 at New Malden.

There are poor orbital rail links in the borough and, although the bus network is comprehensive, traffic congestion causes delays to services that make orbital trips by public transport unappealing.

Opportunity: new cycle routes will help to provide the orbital capacity the area needs so much. This additional capacity can be provided much more quickly and at a fraction of the cost of new road or rail services.

High proportion of cyclable trips by car
As noted above, almost half of all trips in the borough are made by car.

Opportunity: Our analysis identified approximately 110,000 potentially cyclable trips made across the borough every day. Converting these trips to bike will help to release available road space for trips where the only sensible option is the bus or private car. Converting these trips will improve accessibility to education and employment, town centres and social activity, all vital components of a successful economy.

Severance
There are some significant instances of severance across the borough that reduce cycle and pedestrian permeability and accessibility. Kingston benefits in some places from cells of quiet, low-traffic streets with filtered permeability between them. However the borough is most directly connected by its main roads, which in most instances provide the only means of crossing major linear barriers. These main roads are often unsuitable for cyclists who may not be confident riding amongst heavy motor-traffic – especially where crossing major barriers involves negotiating complex, fast junctions.

» The A3 cuts through the borough from Kingston Vale, along the eastern edge of the borough through New Malden, then southwest through Tolworth and Long Ditton. The road contributes to locally poor air quality, congestion on feeder roads and noise pollution, and is a substantial barrier to would-be walking and cycling trips that cross its route.

» The south west mainline and the Kingston loop line run broadly east-west through the borough; movements across the line are restricted to main roads and a small number of footbridges or tunnels.

» The River Thames constrains access to the borough and to Kingston town centre from Richmond in the west. All vehicular, cyclist and pedestrian traffic currently arriving from Richmond must use Kingston road bridge.

» Similarly, the cycling permeability of Kingston town centre is limited by the extensively pedestrianised core and encircling relief road which make cycling trips in, around and across the core challenging and can bring cyclists into conflict with pedestrians. K+20, the Area Action Plan for Kingston town centre (adopted 2008), set out the ambition for new and improved cycle routes in the town centre, including the proposal for a cyclist and pedestrian boardwalk on the banks of the Thames.

» The Fountain Roundabout on the Kingston Road and Malden Road is regularly flagged up as a cause of severance.

Opportunity: these barriers account for a small portion of the borough’s network in terms of kilometres, however, making significant improvements in these few locations would make a disproportionately large contribution to a better overall cycling network in the borough.
Background and Context

Problems, opportunities and issues

Population growth
The borough is expected to accommodate 5,625 new dwellings between now and 2026, equivalent to adding a small self-contained town. This growth will place additional burden on the existing transport network. It is a key priority for Kingston Council that development happens sustainably. Without a mode of transport that acts as a pressure-release valve, the borough’s streets and bus services will become more congested and overcrowded, affecting journey time reliability.

Opportunity: Enabling more cycling will help the borough to realise its development aims of delivering sustainable growth and communities, responding to investors’ key investment criterion of accessibility.

Air quality and CO₂ emissions
The entire borough has been designated an Air Quality Management Area. Levels of Nitrogen Dioxide and Small Particulate exceed national standards along many sections of the borough’s main roads. Air quality in Kingston town centre is notably exceeded, particularly in town centres and at our train stations. There are approximately 600 on-street secure cycle parking spaces in Kingston town centre. Without a pressure-release valve, the borough’s streets and bus services will become more congested and overcrowded, affecting journey time reliability.

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Cycle safety
While cycle flows in Kingston grew by 36 per cent between 2001 and 2012, the number of collisions involving cyclists also increased, from 57 to 84 per year. Although this represents a fall in the accident rate we still need to work hard to reduce the number of collisions and to ensure growth in cycling is de-coupled from a growth in accidents.

Opportunity: delivering high quality new cycle infrastructure that is promoted through cross-borough complementary measures is a real opportunity to both improve road safety and raise the profile of cycling as a safe and convenient mode choice.

We can achieve this through a mix of mandatory lanes (where space is constrained) and light or stepped segregation adjacent to main roads. We can achieve this through a mix of mandatory lanes (where space is constrained) and light or stepped segregation adjacent to main roads. In a few places, however, it will be necessary to specify 1.5m advisory lanes, but the incidence of these will be kept to a minimum. Care will be taken in the specification of light segregation to minimise impacts on motorcycles and allow cyclists to move freely from the cycle lane into the carriageway when necessary.

Cycling infrastructure
The borough has good cycling infrastructure on its quieter roads and at crossing points on the relief road. However, while we have invested extensively to date in the provision of infrastructure on main roads, this is generally limited to the sorts of scheme that could be achieved with the available funding and public nor political buy-in at the time. The result has often been the provision of facilities that, although consistent with design standards, neither address the reality or perception of road danger on the borough’s streets.

People’s perception of danger is a key reason why they choose not to cycle. Enabling people to consider cycling as a natural choice will require us to increase the amount of full and partial segregation and, more generally, achieve a consistently high quality of infrastructure design – which does not introduce new dangers and conflicts or leave cyclists stranded at scheme, neighbourhood or borough boundaries.

Opportunity: providing high quality, high capacity dedicated space for cycling will both improve the perceived safety of cycling and deliver real improvements to the accident rate by making cyclists more visible and reducing conflict at our major junctions.
Background and Context

Benefits expected from the programme

More people cycling

The chief outcome to be delivered by the investment is that more of our residents and visitors to the borough choose to travel by bicycle. This will include more cycling among members of traditionally ‘hard to reach’ groups. Our programme will focus on delivering improvements that are inclusive and enable all people to start cycling. All too often, cyclists represent a very narrow slice of borough demographics. Our schemes will help to create new cyclists who are representative of the people who live, work and study in Kingston.

More children and young people cycling to and from school, college and university will help to relieve congestion at ‘school run’ times. Given that one in five cars on the road during peak travel times are taking children to and from school, the benefit could be significant. To reduce car based school journeys, parents need confidence to allow their children to cycle safely to school. Our mini-Hollands proposals combined with other projects including Quietways and Cycle to School Partnerships will seek to address the school journey by making cycling actually and perceptually safer.

Our targets are to almost double the level of cycling in the borough in the first three years of the programme and for one in five trips to be made by bike within 10 years of the programme delivery commencing.

Less congestion on the transport network

New cycle journeys will be drawn from our pool of potentially cyclable trips – these are journeys that are currently made by car and public transport that could instead be made by bicycle. Giving cyclists their own space will help to smooth the flow of traffic by removing the need for drivers overtake cyclists in the main carriageway except when cyclists need to enter the carriageway to avoid obstructions, overtake other cyclists and turn right. This will make the road network more efficient and driving easier, especially for drivers of large vehicles including buses.

In the context of new development and the borough’s growing population, we expect that cycling will contribute to increasing the overall capacity of our transport network. This will enable Kingston to accommodate sustainably and in a way that puts less pressure on the existing public transport and road networks. For instance, in the next decade, major development is due to take place to the north of Kingston town centre. Our mini-Hollands programme will help to unlock this development potential and accommodate newly generated trips sustainably.

Road danger reduction

Our mini-Hollands programme will result in more people cycling more often in the borough. It is crucial that our new and existing cyclists are also able to make journeys more safely. The high quality, high capacity cycle infrastructure that we introduce will provide protection for vulnerable road users, delivering real and perceived improvements to safety.

RBK already has an outstanding reputation for cyclist training. Our in-house cycle training team provides Bikeability Level 1 and 2 training to approximately 1,500 children each year and, thanks to Biking Borough funding, we also provide free Bikeability Level 3 training to 200 secondary school children and adults. With a growing number of new cyclists on our roads, we will ensure that they have access to training that will teach them the skills they need to stay safe on London’s roads. We will also work to increase awareness of vulnerable road users among drivers and encourage all road users to share the space.

Our mini-Hollands infrastructure schemes combined with an extensive programme of travel information, training, marketing and promotion will continue the accident rate reduction achieved in recent years.

Better inter-borough connectivity

Infrastructure improvements will be delivered across the borough and, importantly, on our boundaries with neighbouring areas. We recognise that people don’t just travel within the confines of their home borough and we want to both facilitate cycling into Kingston from neighbouring boroughs as well as enable our residents to have better access to the services and opportunities on offer in the wider area.

We will provide high quality links towards the Cycle Superhighways to facilitate cycle journeys into central and inner London.

Improved town centre vitality and viability

More people cycling to town centres rather than driving will reduce town centre congestion, release car parking spaces for those who need them and reduce pressure on public transport leading into our town centres. Adding lots of cycle parking in our town centres will encourage more people to shop locally rather than going further afield, helping local businesses to survive and expand, sustaining and increasing the variety of shops and services that people want to use.

We will provide safe and attractive cycle routes into our main town centres that will facilitate cycle trips by those living, studying and working there.

Better public realm

Our mini-Hollands proposals will transform the quality of our roads and public spaces. Pavements adjacent to the new cycle lanes and tracks will be improved while the lanes and tracks will put a distance between pedestrians and motor vehicles, making walking more comfortable. Pavements will be levelled to make access by wheelchairs and those with sensory impairments easier. In places, zebra crossings will be required to address the loss of informal refuges—but this will give pedestrians greater safety and priority when crossing the road.

We will also enhance the public space outside Kingston and Surbiton railway stations, better incorporating the stations within the town centres they serve. We will create new public realm through construction of a pedestrian and cyclist bridge over the Thames, which will not only provide improved connectivity but also open up the river bank, bringing more people to the waterfront.
The need for this investment

Kingston Council already has a relatively high mode share for cycling among the outer London boroughs and analysis shows that there are many more potentially cyclable trips in the borough that could be converted to cycling. Our own investment in cycling in recent years has been strongly linked with substantial growth in cycling. The terrain in Kingston is relatively flat and we are a comparatively small borough with many residents living within a few miles of Kingston town centre.

The mini-Hollands funding will greatly accelerate the unlocking of Kingston Council’s cycling potential. By transforming conditions for cycling it will enable many more of our residents and visitors to cycle. Our surveys have indicated that the provision of dedicated infrastructure (cycle lanes, cycle tracks and ancillary facilities such as cycle parking) are important if we are to encourage cycling. Recent investment in Kingston shows us that cycling infrastructure attracts cyclists.

TfL’s Analysis of Cycling Potential report shows Kingston town centre and adjoining neighbourhoods to be a notable hotspot of cycling potential in southwest London (Figure 1). The mini-Hollands investment will help to deliver this potential. Figure 1 also illustrates why our proposed new pedestrian and cyclist bridge over the Thames is so important – the Kingston town centre cycling hotspot spans the Thames and we need to ensure that there is high quality supporting infrastructure in place throughout our area of greatest potential and the new bridge will allow connections with strategic quietways in Teddington and Kingston.

Kingston mini-Holland Objectives

Our mini-Hollands programme has seven cycling-specific objectives:

1. To substantially increase the amount of cycling in the borough
2. To transform the environment for cycling in the borough
3. To improve the level of satisfaction with cycling infrastructure
4. To provide a high quality, high capacity cycle network of interconnecting routes that form an identifiable core network
5. To encourage more cycling among ‘hard to reach’ groups
6. To improve safety for cyclists
7. To facilitate part-cycled commuter journeys

The programme will also bring benefits to non-cyclists as well as cyclists:

8. To reduce congestion and smooth the flow of traffic by making driving easier
9. To improve the quality of the public realm
10. To support the vitality and viability of our town, district and local centres

Objective 1: Tackle climate change and reduce our ecological footprint – our proposals help to achieve this objective by reducing our reliance on greenhouse-gas emitting forms of transport.

Objective 2: Ensure the sustainable development of our borough and promote sustainable transport – our cycling infrastructure proposals will provide a high quality sustainable transport network and our programme of complementary measures will promote this to residents and visitors.

Objective 3: Protect and improve the quality of our local environment – our proposals, particularly the Kingston and Surbiton station plazas will greatly...
1 Background and Context

Programme objectives

enhance the public realm in these areas.

**Objective 4: Sustain and share economic prosperity** – as well as bringing enhancements to public realm that will encourage more people to spend more time in our borough, our proposals will help to link people with local shops and services, reducing their need to travel further afield for these opportunities. This is good for local business and helps people to save on travel costs.

**Objective 7: Make communities safer** – our proposals will improve conditions for vulnerable road users, reducing road danger.

**Objective 8: Improve overall health** – cycling is an ‘active’ mode of transport and more people cycling more often will mean that more people are benefitting from physical activity.

**Local Implementation Plan**

The Local Implementation Plan (LIP) is a statutory document setting out how we will deliver the Mayor’s Transport Strategy within Kingston Council and governs expenditure of our transport budget. The LIP reflects our local priorities and objectives. Our mini-Hollands programme is fully consistent with our five LIP themes:

**Theme 1: Reduce transport’s contribution to climate change, and improve its resilience to the effects of climate change**

**Theme 2: Reduce congestion and traffic levels in Kingston Council**

**Theme 3: Create safer communities and a safer transport network**

**Theme 4: Improve transport opportunities and enhance the quality of life for all Kingston Council residents**

**Theme 5: Sustain and share economic growth and prosperity**

Our mini-Hollands programme is complementary to many of our LIP policies. It will build on existing cycling Policy C1 ‘to provide a comprehensive cycle network that enables safe and convenient cycle trips throughout the Borough’, Policy C2 ‘to enable the secure and convenient storage of bicycles’ and Policy C4 ‘to increase cycling uptake and ensure road safety’.

**Addressing sub-regional transport challenges**

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<tr>
<th>Sub-regional challenges</th>
<th>How our mini-Holland programme will help to address these challenges</th>
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<tr>
<td>Reduce public transport overcrowding</td>
<td>Kingston town centre is defined in the London Plan as a Metropolitan centre and, as a retail centre, ranks 17th in the whole UK (only Oxford Street ranks higher in London). Our proposals will improve pedestrian and cyclist access to this key place.</td>
</tr>
<tr>
<td>Improve access and movement to, from and within key places</td>
<td>Our proposals will create new high quality links within RBK and with neighbouring boroughs. Our proposed new Thames bridge and off-road link to Merton address significant examples of severance and will greatly enhance connectivity.</td>
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<tr>
<td>Improve connectivity to, from and within the sub-region</td>
<td>Ultimately our programme is intended to transfer journeys to the bicycle that might otherwise have been made by the private car or public transport. This shift has the potential to reduce congestion on the highway network. Some of our proposals may reduce the capacity of junctions and the highway locally, however, a bicycle takes up far less road space than a car and as such a shift from private car use towards cycling can have real benefits in terms of efficient use of space. By delivering high quality, high capacity cycle infrastructure that people want to use – and do use in large numbers – we will make more efficient use of our existing network.</td>
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The table below, sets out how our mini-Hollands programme will help address sub-regional transport challenges.

**Enhancing public realm and town centre vitality**

In 2013 the Council commissioned a borough-wide retail and town centre study to make recommendations on how retail viability and vitality can be improved. The study made the following recommendations, which the mini-Holland investment will help to achieve:

» Investment in the borough’s public realm is needed to provide an attractive and welcoming place to spend time, encouraging people to visit town centres rather than shopping online or out of town.

» Improve pedestrian accessibility and connectivity within Kingston town centre, which currently has weak connections among its character and functional areas including the railway station.

» Open up key routes through Kingston town centre to encourage movement through the centre, increasing footfall to support retail units.

» In Surbiton, public realm improvements are needed to fully integrate the railway station with the town centre and emphasise this as a gateway entrance to the town.
Background and Context

Political and public support

Our proposed ‘landmark’ schemes – the Thames Railside Bridge and Boardway – drew a lot of positive media coverage and feedback.

We are now working towards gaining broad co-operation and support from interested land owners and stakeholders, with engagement activities ongoing with the Environment Agency, landowners, neighbouring boroughs, the River Users’ Group, South West Trains and Network Rail.

Critical to the success of the mini-Hollands programme will be political and public buy-in. In support of our mini-Hollands proposals we have undertaken the following engagement activities:

- Identification of potential schemes through a stakeholder event held in June 2013.
- Selection and publication of schemes in an Expression of Interest which was published on the Council’s website. Considerable media coverage was achieved and reported to us on 9 September. Over half of the overall coverage was positive and only 13 per cent negative, with nine relevant articles appearing in London-wide and local newspapers and blogs.
- Presentation of the proposals to the Place and Sustainability Committee in September linked with further presentations to the various Neighbourhood committees. At all of these meetings without exception, the overwhelming majority of local politicians supported the strategic proposals.
- Various individuals and organisations have been contacted; some have received presentations about the project, tailored to the particular audiences receiving the information. These include:
  - The two local MPs, along with several businesses have expressed support for the project—their support was published in the Expression of Interest.
  - Kingston First (Kingston’s Business Improvement District) has expressed support for the project and members, including individual businesses welcomed our presentation held in September 2013.
  - Surrey County Council, which supports the project and is enthusiastic about links between Kingston and neighbouring Surrey.
  - Merton Borough Council, which is enthusiastic and particularly keen on the potential to link New Malden and Raynes Park stations to form part of a strategic Quietway route between Kingston and the CS7 at Colliers Wood, with important connections with the Wandle Trail to Wandsworth Bridge (NCN20) and the proposed Tramway Quietway to Croydon.
  - Richmond Borough Council, which has expressed support for our proposals.
  - Network Rail and South West Trains were very positive about our proposals for the Thames Railside Bridge and the two station cyclehubs – at the time of writing their support is growing.
  - Kingston University is very keen for the Council to deliver a cycle superhub in Kingston town centre (although until a site is identified this project remains a future scheme).
  - The Kingston Society was initially concerned about the proposals. However we have been asked to present the proposals again in March and to reiterate the point about the need for cycling to work harder to reduce congestion and provide wider benefits to Kingston’s built environment (such as through public realm improvement).
  - We are working with the Thames River Users’ Group and the Environment Agency to address their concerns related to the boardway proposal and the width of the river for rowing, sailing and canoeing. The Environment Agency have expressed a willingness to work with us to try to resolve the ongoing issues concerning navigation, with the provision that our proposals must satisfy the Thames Conservancy Act, through the issues of flood and biodiversity are not currently identified by them as significant issues.
  - Thames Water has been contacted regarding the New Malden to Raynes Park link and has expressed a willingness to work with us to develop an acceptable project which protects their asset (a trunk main water supply).
  - Local cycling stakeholder groups are supportive of the proposals; their experience will be called upon to enable us to add detail to the proposals and ensure that schemes will be used by local cyclists.

Future stakeholder and community engagement.

We have developed a comprehensive consultation plan which will guide our stakeholder and community engagement in the next stages.

This is included at Appendix E.
This section describes each of the proposed schemes that can be delivered within the mini-Hollands timescales and anticipated funding levels. This information complements Transport for London’s standardised and additional information requirements.

Structure

Our proposals are presented under the following headings:

» Main town centre
» Secondary town centre
» Severance, junctions & crossings
» Cycle routes
» Commuter route(s)
» Cycle hubs
» Supporting measures

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Reasons for the project

Kingston station is the principal public transport gateway to Kingston town centre. The arrival experience from the station to the town centre is poor. Pedestrians and cyclists are faced with a vehicle-dominated environment created by the relief road that was built to enable the creation of a pedestrianised core. Outside peak times, traffic travels too fast around the gyratory and the road creates a mental and physical barrier. Due to road conditions, cycling along this section of the gyratory is at best uncomfortable. Cycle tracks through the area are discontinuous.

The project

The proposal is to reallocate road space in the lower part of Wood Street and Clarence Street in front of Kingston Station entrance to create more space for pedestrian circulation and to facilitate integration of the cycle network with the transport interchange.

The station plaza will provide a new focal point for the people of Kingston. It will be a place where pedestrians and cyclists can move comfortably and safely between the station and town centre. The plaza will be designed to accommodate key pedestrian and cycle desire lines and to minimise potential conflicts. The plaza will be well lit with a combination of feature and utility lighting.

From the south, the A308 Clarence Street will be reduced in width from three lanes and a bus lane to two lanes and a bus lane as part of the Wheatfield Greenway Scheme CR.1. To maintain bus route continuity the scheme provides access to a maintained, offside bus lane, for buses to turn right into Cromwell Rd from Clarence Street and to connect with Kingston Bus Station.

A 4m wide segregated cycle track will run on the east side of Clarence Street and connect with the north-south cycle route under the railway bridge between Richmond Road and Fife Road via a controlled crossing across the bus only connection to Cromwell Road.

The two vehicle lanes will be continued through the controlled crossing in front of Kingston Station thereby reducing the width of the crossing by one lane. This will enhance connectivity from Kingston Station to the town centre and create the space necessary to accommodate an east-west 3m wide bi-directional cycle track that will connect the station with the proposed Thames crossing.

The alignment of Wood Street will be adjusted so that the priority lanes westbound from the station plaza will be towards the Bentalls and John Lewis car parks, as well as access to Dolphin Road and Fife Road. The connection along Wood Street to the underpass under the railway and the town centre gyratory between the station and Fife Road will be reduced to two lanes to create adequate space for pedestrians and cyclists to cross, leaving space for cycle tracks and enhance the gateway to the town centre.

The existing taxi rank to the west of the station will be relocated to a layby directly in front of the station entrance to improve visibility and access by passengers using the station. The relocation of the taxi bays will also remove the current conflict between motor vehicles and cyclists on the existing cycle route as well as unlock space that will be developed as the Kingston Station cycle hub CH.1. Existing loading facilities will be integrated into the pavement as controlled bays and access to the local sub station will remain.

Subject to the agreement of Network Rail, the existing secure cycle parking to the west of the station will be removed and the area of land between the existing 1.8m wide shared cycle-path and footpath on Wood Street opened up to create space for a segregated 4m wide bi-directional cycle track. The existing shared path will then become a dedicated footpath, thereby reducing any potential conflicts between pedestrians and cyclists.
The existing 2m wide shared foot/cycle way bridge will be widened to 4m to increase the capacity of this route and reduce the potential conflict between pedestrians and cyclists.

To the west of the footbridge, and again subject to the agreement of Network Rail, a segregated cycle track will be constructed between the existing electricity sub station on the highway and railway. The width of the segregated cycle track will be between 3 and 4 metres and connect with the cycle route that goes under the railway on Skerne Road towards a proposed cycle crossing over the River Thames SV.2.

A plan of this scheme is shown on drawing MT.1-01 in appendix A.

**Scheme impacts**

This scheme will significantly improve the quality of the public realm outside Kingston Station, enhancing the link between the station and Kingston town centre. More space will be allocated to pedestrians and cyclists.

To create this new public space, we will reallocate a portion of the existing road space, reducing the section of Wood Street outside Kingston Station from three lanes to two lanes.

Network assurance measures will be implemented to address potential delays and wider network impacts brought about by carriageway reallocation.
MAIN TOWN CENTRE
MT.2: KINGSTON TOWN CENTRE CONNECTIVITY IMPROVEMENTS

Reasons for the project

Severance and permeability of Kingston town centre is limited by the extensively pedestrianised core and encircling relief road, which make cycling trips in, around and across the core challenging and can bring cyclists into conflict with pedestrians.

It is essential that network improvements to core cycle routes do not end abruptly at the edge of Kingston town centre, but that clear, convenient and legible cycle access to destinations in the town centre are provided. While the relief road system around the town centre has been identified as a key barrier to cycle access, there are a large number of existing cycle crossing facilities. These existing crossings facilitate cycle access into and out of the town centre at all key points, but potential for improvement along the relief road remains.

The Project

This scheme involves reviewing these existing crossings, and identifying improvements such as:

- Raised tables and other measures to moderate vehicle speeds
- Modifying traffic signal operations to reduce waiting times for cyclists (and pedestrians)

Scheme impacts

These proposals will maintain existing road space and provide enhancements to existing pedestrian and cyclist crossing facilities. At some locations the phasing of traffic signals will be adjusted to allow greater crossing time for pedestrians and cyclists in order to maximise the convenience and safety of these crossings. Where signal phasing is increased for pedestrians and cyclists, we expect there to be a small negative impact on junction capacity and potentially minor increases in delay to other road users.
Reasons for the project

Surbiton Station is well connected by fast and frequent trains to central London. The listed station building provides a dramatic gateway to Surbiton town centre but the provision of facilities for cyclists is poor. Existing secure cycle parking is tucked away to the rear of the station and the station forecourt is dominated by taxis and short-term parking.

The project

The proposal is to relocate the taxi rank and short term parking from the station forecourt to an alternative location so that a new town plaza, prioritising the movements of pedestrians and cyclists, can be constructed in front of Surbiton Station.

The station plaza will provide a new focal point for the people of Surbiton and a more appropriate setting for the listed building. It will be a place where pedestrians and cyclists can move comfortably and safely between the station and the town centre. The plaza will be lit with a combination of feature and utility lighting. Seats will be provided and trees will frame views of the station building. In addition the removal of the short-term car park will allow the construction of a cycle hub CH.2 in a more appropriate location in front of the station.

The existing service road to the rear of the properties along Victoria Road will be connected to the road serving Sainsbury’s service entrance and car park thereby providing an alternative one-way access route. This new one way route will not only provide for the existing service access but will also allow access for taxis and drop-off to the western side of the station plaza. Drawing ST.1-01 in Appendix A shows a plan for this scheme.

Scheme impacts

This scheme will create a new public space outside Surbiton station, enhancing the connection to Victoria Road. The new taxi waiting area will increase the number of taxis that can wait at the station at any one time. Passenger drop-off and collection bays and goods loading bays for the nearby shops will be retained.
The Project

Continuity of the proposed cycle routes through both major and minor junctions is a key consideration. Fountain Roundabout’s current layout (with a wide circulatory carriageway) means there are many conflicts between vehicles and cyclists.

Constraining the circulatory carriageway would provide the required space to accommodate Dutch-style segregated cycle facilities which would significantly increase comfort and safety for cyclists.

A plan of the proposed roundabout is shown on drawing SV.1-01 in Appendix A.

Scheme impacts

The scheme will retain two circulating lanes on the roundabout, however, the introduction of unsignalised crossing points on the junction arms will have an impact on the operation of the junction. This scheme will require junction modelling in order for the potential impacts on traffic flow to be fully understood.

The scheme is also subject to the outcomes of TfL’s current trial of a Dutch roundabout at TRL.

Reasons for the project

Fountain Roundabout in New Malden is a heavily trafficked and challenging junction for cyclists causing severance and a risk to personal safety.
SEVERANCE
SV.1: DUTCH-STYLE ROUNDBOUT (FOUNTAIN ROUNDBOUT NEW MALDEN)
SEVERANCE
SV.2: RAILSIDE BRIDGE

Reasons for the project
Limited river crossings over the Thames focus the east-west movements of cyclists, across Kingston and adjacent boroughs, onto Kingston Bridge. This results in cyclists having to navigate a heavily trafficked gyratory by-pass and pedestrianised town centre. The existing bridge crossing also has limited capacity to cater for the predicted growth in demand.

The existing LC75’s night time route currently follows the unlit Thames tow-path and cyclists are required to dismount at Teddington Lock Bridge.

The Project
The east-west railway through Kingston runs just to the north of the town centre on an embankment, crossing the River Thames on a five arch iron railway bridge. The railway carries the Kingston loop branch line from London Waterloo to Shepperton and Richmond. The bridge links Kingston and Hampton Wick stations and crosses over the quayside and barge dock.

The original cycle bridge proposal was for a multi-span structure, aligning piers with the existing railway bridge. This approach was initially felt to offer a number of potential structural benefits; reducing the bridge into lighter sections; maintaining the composition of the existing structure; and potentially simplifying the installation procedure. However, the impact of riverworks on the initial capital cost and ongoing maintenance was ultimately felt to outweigh the benefits afforded by works within the river.

These negative impacts included:
» Requirements for numerous specialist studies into the impact of riverworks
» Costs of constructing in the river
» Provision of coffer dams and other temporary works within the river
» Costs for future maintenance of permanent works in the river
» Proximity of construction works in river to adjacent major structure
» Potential for disturbance to natural habitats and existing river boats
» Potential effect on hydrodynamics and scour to riverbed

» Restriction to navigation on the river

Concept Design Development
Further design development took consideration of the above impacts. A lightweight cable structure would lessen the visual impact on the existing rail bridge, as well as the neighbouring built environment of variable scale. Cable structures offer the opportunity to avoid works in the river, either temporary or permanent, as the bridge deck can either be incrementally launched from each bank, or hoisted into place utilising the suspension cables.

Preferred Design Option
The proposal is for a hybrid suspension structure crossing the River Thames in a single span with no supports within the river. The main suspension catenary spans the full 75m from bank to bank. Cable stays of 25m at either end of the bridge anchor the masts into abutments aligning with those of the existing railway bridge. This hybrid arrangement of cable stay and suspension structures is complementary to the existing railway bridge, with the single catenary suspension cable swooping alongside the existing structure’s series of arches.

The masts, double pylons in a V arrangement, are set back from the river to minimise impact on vehicular and pedestrian circulation along the river’s edge and limit impact upon the existing river defence walls. They angle toward the river such that the cable anchor points at the top of the mast align with the existing railway bridge piers and maintain the rhythm of that structure.

Drawing SV.2-01 in Appendix A shows a
plan of this scheme.

Scheme impacts

This scheme has the potential to reduce the number of pedestrians and cyclists using Kingston road bridge, resulting in a positive impact on perceived and actual safety.
SEVERANCE
SV.3 THAMES BOARDWAY

Reasons for the project
The quality of the riverside walk is variable and restrictive. Between Canbury Gardens and Queens Promenade, where the tow path follows the riverbank, the walkway twists and turns between the river and waterside buildings. While the newer redevelopment has provided a more generous walkway, the older sections are often narrow with frequent changes in level. Cycling along the waterfront is prohibited upstream of Kingston Bridge due to spatial and physical constraints, forcing cyclists using the Thameside Path to follow a challenging route through the town centre on a combination of roads, cycle lanes, and segregated cycle tracks.

The Project
Creation of a dedicated cycle link along this stretch of the Thames to enable cyclists to avoid the town centre was originally expressed in the K+20 Kingston Town Centre Area Action Plan (adopted in 2008). The Thames Boardway will provide such a link and connect with the proposed Railside Bridge SV.2 to provide a dedicated, cyclist only, north-south link by-passing the west side of the town centre and facilitating longer journeys on strategic connections.

The proposal, is to construct a fixed, cyclist only Boardway between Thames Side, just north of John Lewis and south of Kingston Turks Pier, to the start of the un-built waterfront and Queens Promenade at Town End Parade on High Street.

The Boardway will be cyclist only providing pedestrian access only to moorings. Pedestrians will be restricted to the existing path on the river-bank where direct access to cafés, bars, restaurants and retail premises as well as to the town centre will remain.

The boardway will be 4m wide in order to accommodate the two-way cycle path as well as providing access to the private moorings. It will be set slightly away from the riverbank reconnecting at either end and with a number of intermediate connections where cyclists can leave the boardway and access the town centre via the various alleys that link the riverside to the historic core. These will be convenient access points for people requiring access to houseboats from the floating pontoons.

Quayside railings with gated access points to separate mooring pontoons will enclose the boardway. Lighting will be integrated into the railings in order to minimise the visual impact on views to and from the riverbank.

The boardway will either be a fixed or floating structure with connections back to the river wall. The 1.5–2m wide pontoons for the moorings will float from a fixed connection to the boardway to take account of seasonal fluctuations in the river level.

The scheme includes the enhancement of cycling links to the existing network and to the town centre. In particular, these include connection to the Thames Path at Canbury Gardens, the cycle route across Kingston Bridge and into the town centre, access into the historic old town and the proposed segregated cycle route along the Portsmouth Road CR.2.

A plan of this scheme is shown on drawing SV.3-01 in Appendix A.

Scheme Impacts
Following representations from the River Users Group and other river organisations we have amended the original scheme, straightening it and bringing it closer to the river bank in order to provide the required three lane course and return lane. The new scheme also addresses the needs of the Minima club’s concerns about the need to cross a footpath and the boardway to access the river. We will continue to work with river users and the Environment Agency to bring about an agreed solution that brings wider benefits such as much improved moorings and a good spectator vantage point during the annual Regatta.
The Royal Borough of Kingston upon Thames
Mini-Holland Stage II submission

SEVERANCE
SV.3 THAMES BOARDWAY

Artist’s impression of Thames Boardway
**Reasons for the project**

There are only a few existing transport links between Kingston and our neighbour to the east, Merton. This is largely due to the severance caused by the A3 dual carriageway. Apart from the railway line, there are only two main road links – Coombe Lane (A238) and Burlington Road (B282). While these provide direct links between the two boroughs, they are heavily trafficked and their interchanges with the A3 are intimidating to many cyclists. As such, a direct off-road route would fulfil an important need.

Such a route would not only provide access to destinations in Merton (such as Raynes Park and Wimbledon), but would also link with CS7 in Colliers Wood.

**The project**

There is an existing Thames Water pipe trackway north of the railway line, that runs east from New Malden. There is currently no public access to this reserve, and it is generally overgrown with vegetation except for a grassy track.

This proposal involves constructing a 3m wide two-way cycle path, adjacent to a 2m wide footway. Lighting would be provided to enable use of the path during the night. Seating will be placed at regular intervals, for the benefit of both pedestrians and cyclists.

Initial discussions have taken place with Thames Water about the feasibility of opening up to public access the section between New Malden Station and the A3. Thames Water have confirmed that they are not adverse to progressing these discussions but have highlighted that there would be cost implications in preparing this land into a suitable condition. In particular is the need to protect the existing water mains and ensure that the corridor is safe for public access. Thames Water confirmed that sections of this mains trackway on either side of this ‘missing link’ were already open to the public.

**Scheme impacts**

This new path will provide a direct and quiet route between Kingston and Merton, offering an alternative for those who prefer not to cycle on busy roads.
The Royal Borough of Kingston upon Thames
Mini-Holland Stage II submission

**CYCLE ROUTES**
**CR.1-CR.10: A NETWORK OF HIGH QUALITY AND CONNECTED CYCLE LINKS**

**Reasons for the project**
While the borough has many examples of good cycle infrastructures, in places existing infrastructure lacks continuity and does not sufficiently address issues of severance or safety.

**The project**
We will address these issues through the creation of a connected core network of new, improved direct, strategic cycling routes incorporating high quality infrastructure and a Dutch-style roundabout.

The network will focus on the most direct routes connecting residential, town and district centres in a radial pattern focused on Kingston town centre and connecting with the existing Cycling Superhighways. We will also introduce cyclehubs at Kingston and Surbiton Stations, with up to 450 cycle-parking spaces and other features, to complete the network and respond to increased demand.

Ten projects fall under the banner of core network improvements. These are shown on the adjacent map and the table on page 17.

**Scheme impacts**
Wherever possible existing on-street parking and loading bays will be retained, however this scheme will result in a net reduction of on-street parking and loading bays. Junction modifications will result in some loss of capacity and could increase delay times on approaches. Bus lanes will only be removed where there they are currently providing no significant traffic benefit to buses.

**CORE NETWORK IMPROVEMENTS**

**Proposed Cycle Facility Type**
- A: Off-road cycle track
- B: Swept cycle track
- C: Semi-segregated cycle lane
- D: Mandotory cycle lane
- E: Advisory cycle lane
- F: Shared with other vehicles

**Schemes**
- **CR.1**: Kingston town centre connectivity improvements
- **CR.2**: Kingston station park
- **CR.3**: Surbiton station cycle hub
- **CR.4**: Dutch style roundabout at Fountain Roundabout
- **CR.5**: Rolke Bridge
- **CR.6**: Thames Boardway
- **CR.7**: New walk to Raynes Park line
- **CR.8**: Wheatfield Way Greenway
- **CR.9**: Portsmouth Road (A307) north
- **CR.10**: Kingston to Surbiton
- **CR.11**: Portsmouth Road (A307) south
- **CR.12**: Garth Road/Kingston Road (A2043)
- **CR.13**: Avenue Drive
- **CR.14**: East Road (A304)
- **CR.15**: Richmond Road (A307)
- **CR.16**: Hook Road/Upper Brighten Road (A243)
- **CR.17**: Warden Road (A143/High Street) (A238)
- **CR.18**: Coombe Road/Coombe Lane West (A238)
- **CR.19**: Kingston Wk/Kingston Vale (A308)
- **CR.20**: Kingston station cycle hub
- **CR.21**: Surbiton station cycle hub

Base map data © OpenStreetMap contributors, CC BY-SA Scale 1:30,000

2miles

1 2 3kms

Base map data © OpenStreetMap contributors, CC BY-SA Scale 1:30,000

0 1 2 3miles

[Map showing cycle routes and network improvements]
Design standards

This section provides an overview of the design standards that will generally be adopted for the proposed cycle routes. It draws on a review of international best practice, while also taking into account the particular characteristics along the routes being considered.

In order to demonstrate the feasibility of applying these to Kingston, we have completed a concept design for CR.5 Cambridge Road / Kingston Road, which is described later in this chapter. In addition, in the EoI a number of sections were identified for further investigation because they posed particular challenges.

We have also reviewed the remainder of the routes, and have concluded that implementing high quality cycle lanes and/or tracks along them will be feasible for the bulk of the network. There are some sections that were identified as posing particular challenges. These ‘focus areas’ have been investigated in more detail with plans showing potential solutions included in Appendix A.

We have taken an innovative approach to our designs, and we recognise that some of the solutions we propose may not be fully compliant with existing guidance. However, we understand that some of these non-standard measures are currently being considered as part of the imminent update to the London Cycling Design Standard and/or the 2015 version of the Traffic Signs Regulations and General Directions (TSRGD). In any case, these designs will be refined through further development, and we would welcome input from TfL (and others) to this process.

Segregation options

There are numerous options for providing some form of separation between cyclists and other road users. We have considered different methods that have been applied in the UK and abroad in light of the conditions that prevail in Kingston, and have created a suite of six segregation options. These are discussed further on the following pages (as well as drawing SD-01 in appendix A). The segregation options that we are proposing seek to provide comfortable and practical facilities for cyclists, while being appropriate for the range of road environments along the routes being considered. We have assessed the entire network of proposed cycle routes, and the core network improvement map on page 29 indicates the type of segregation that is likely to be feasible along each route.

We are mindful, however, that it is desirable to maintain consistency in the design of cycle facilities across London, and as such anticipate refining these options in due course following input from TfL (and possibly DfT), also taking into account the contents of the upcoming update to the London Cycling Design Standards.

Ideally, the width of a one-way cycling facility is 2.0m, as this allows for a cyclist to comfortably overtake another cyclist. The width of the public highway means that this is not possible in many cases, so a desirable minimum width of 1.6m has been adopted. In very constrained situations, over short lengths of road, an absolute minimum width of 1.5m has been used.

A: Off-road cycle track

In some situations, provision of a cycle track at footway level may be the most appropriate solution. Such a track may or may not be next to a footway. Where the cycle track is immediately adjacent to a footway, a possible disadvantage is encroachment by pedestrians. Where this is likely to be a problem, it could be ameliorated by using a separation strip to enhance definition of the boundary between pedestrian and cycle areas.

B: Stepped cycle track

This arrangement consists of a cycle track midway between the carriageway and footway levels. A half-height kerb therefore separates the cycle track from both the carriageway and footway, thus providing effective separation between cycles, other vehicles and pedestrians (see drawing SD-02 in Appendix A). The two mid-height kerbs would continue across minor side road junctions, to emphasise the continuity of the cycle track, however ramps would be provided to enable vehicles to cross the kerbs.

An alternative option using a cycle lane at carriageway level segregated by a concrete kerb was also considered. However, this was not felt to be appropriate for Kingston as the provision of a pair of fully segregated cycle lanes would leave a carriageway with only a narrow lane in each direction, meaning that disruptions (such as a broken down vehicle) could have a disproportionate impact on traffic flow.

C: Semi-segregated cycle lane

This option consists of cycle lanes that are at carriageway level, but separated by some form of light segregation device placed at regular intervals. The gaps in between the light segregation devices mean that cyclists are able to enter and exit the cycle lane easily, for example to turn onto a side road, overtake a slower cyclist or to avoid an obstruction. Light segregation devices are also relatively cheap and easy to install and relocate, resulting in easy adaptability. Using light segregation avoids potential drainage issues that can arise with full segregation, and street sweeping of the cycle lane is also simpler.

D: Mandatory cycle lane / bus lane

While semi-segregated cycle lanes will be suitable for many locations, there are certain sections of road where this may not be the case, in particular where other vehicles will need to frequently cross the cycle lane. For example, this may occur when delivery vehicles require access to adjacent retail premises. In such cases, a mandatory cycle lane is likely to be more appropriate. The delineation offered by a standard white line can be enhanced by using an audio-tactile linemarking, which acts to discourage other vehicles from encroaching on the cycle line.

E: Advisory cycle lane

Alternatively, where bus lanes are present and it is not possible to provide a separate cycle facility, cyclists may share the bus lane with buses.

There are a number of products that could potentially be used for light segregation, including:

- ‘Armadillos’: these have been used in Barcelona, and were recently installed along Royal College Street in Camden
- Upright plastic bollards

This page contains information on the practice of providing cycle tracks and lanes, and the different ways in which these can be designed and implemented. It is intended to provide a general overview of the options available, along with guidance on how these can be applied to different types of road.

Typical sections and plans

Typical sections and plans
**CYCLE ROUTES**  
**CR.1-CR.10: A NETWORK OF HIGH QUALITY AND CONNECTED CYCLE LINKS**

**F: Shared with other vehicles**  
There are two main situations in which the provision of dedicated cycle facilities may not be appropriate and/or possible.

The first occurs on high streets in town centres, where there is very high footfall. In this situation, if there is a narrow carriageway, then widening the road to accommodate cycle lanes (at the expense of the footway) may not be an appropriate solution given the function of such streets. As such, the preferred approach would be to create a traffic calmed environment, where vehicle speeds are moderated and cyclists can share the carriageway with other road users in comfort.

The other situation is where immovable constraints (such as railway bridges or property boundaries), create localised pinch-points. This may mean that there is simply not the space available to provide dedicated cycle facilities. Breaking the continuity of a cycle route can be unavoidable in such situations, however we consider that these short and unavoidable gaps should not prevent the whole route from being implemented, and we will endeavour to ensure that the lengths of such gaps are kept to the absolute minimum.

**Locations for particular consideration**  
**Side road junctions**  
There is potential for conflict between cyclists and vehicles entering and exiting side roads. At these locations it will be necessary to moderate turning traffic speeds and encourage vehicles to take a path that minimises conflicts with cyclists – in particular for vehicles turning left into a side road. In addition, the continuity of cycle facilities across side road junctions needs to be emphasised. Typical treatments at side road junctions consist of narrowing the side road, reducing corner radii and providing a raised table. Options are shown on drawing SD-02 in Appendix A.

**Bus stops**  
There are also potential conflicts at bus stops between buses, cyclists and bus passengers. After careful consideration, we are proposing to generally apply two bus stops options along the cycle routes. These are shown on drawing SD-03 in Appendix A, and are:

- **Floating bus stop:** this consists of the cycle facility running behind a bus stop boarding island. While this has the advantage of maintaining continuity for the cycling facility, its main disadvantage is the requirement for a large amount of space, which is generally not available along most roads in Kingston. In addition, there may be conflicts between pedestrians accessing the bus stop boarding island and cyclists.

- **Standard bus stop:** in this option, there is a gap in the cycle facility at the bus stop. In addition to a lower space requirement, this option also gives cyclists a choice – they may either wait behind a stopped bus, or may overtake it using the carriageway.

We did consider the treatment recently applied along Royal College Street in Camden, where the cycle track runs in between the bus stop waiting area and the position of the stopped bus. However, this design requires cyclists to stop when there are bus passengers boarding and alighting, and is therefore not generally suitable for our cycling routes as they mainly follow roads with very heavily used busy bus routes.

**Typical cross-sections: full segregation one- and two-way**

**ONE-WAY**

<table>
<thead>
<tr>
<th>Footway</th>
<th>Cycle lane</th>
<th>Traffic lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**TWO-WAY**

<table>
<thead>
<tr>
<th>Footway</th>
<th>Cycle lane</th>
<th>One and two</th>
<th>Traffic lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

*Standard cross-section*  
*Standard cross-section with bus stop*  

**Figure:**

- **Bus stop treatment in Royal College Street, London**  
- **Example of a floating bus stop, Stockholm**
**Other cross-sectional elements**

**Traffic lanes:** ideally, the minimum width for traffic lanes is 3.25m. However, due to the constrained widths available on many of the routes, this may need to be reduced to a minimum of 3.0m. While it is recognised that this width is quite narrow for larger vehicles (such as buses), this lane width already operates satisfactorily on some A roads within Kingston.

**Right turn lanes:** at locations where there are heavy flows of right turning vehicles, it may be appropriate to provide a right turn lane where possible. A desirable minimum width of 2.5m has been adopted, although lanes narrower than this would still have benefits.

**Bus lanes:** where existing bus lanes are effective in reducing delays for buses, then they should be retained.

**Parking and loading:** on-street parallel parking and loading is present along sections of the routes considered. This parking could be maintained either behind or in front of the proposed cycle lanes. In either case, a separation strip (desirably 1.0m wide, with a minimum width of 0.5m) should be provided, to reduce the risk of ‘dooring’ collisions.

**Footways:** a desirable minimum width of 2.0m has been adopted, with 1.5m as the absolute minimum where no alternative exists.
The Royal Borough of Kingston upon Thames
Mini-Holland Stage II submission

**CYCLE ROUTES**

**CR.1-CR.10: A NETWORK OF HIGH QUALITY AND CONNECTED CYCLE LINKS**

**CR.1 Wheatfield Way Greenway**

Reasons for the project

This project addresses the need for strategic north-south connections, bypassing the town centre on its east side, complementing the Thames Boardway SV.3 which will provide a western bypass for cyclists. It connects with the proposed Kingston Station Plaza MT.1 and will give onward connections northwards towards Richmond CR.8 and also east and west using the Railside Bridge SV.2 and schemes CM.1, CM.2 and CM.5 as well as existing routes.

As a bypass, the route will enable cyclists to avoid travelling through the town centre pedestrian zone—this will facilitate faster cycling and also reduce conflicts between pedestrians and cyclists. However, opportunities (mainly existing) will be taken to link the proposed greenway with various parts of the town centre.

The Project

We will introduce a 20mph speed limit, high quality cycle tracks and associated infrastructure on the ring road east of the town centre. These will enable direct connections to be made bypassing Kingston to the east and incorporate frequent connections from the greenway into the town centre core.

The greenway would run between the existing cycle lanes on the west side of Richmond Road by Kingston Station in the north to Denmark Road in the south, where an existing toucan crossing would link cycle lanes on either side of Penrhyn Road.

It consists of a 750m long two-way fully segregated cycle lane of at least 3.0m width for all but 150m, where it would be shared use on a footway where there are no properties or frontage activity.

This proposal requires redistribution of space from motorist to cyclist at four signalised stop lines where there would be a drop from three to two traffic lanes. This would require modelling to assess the impact and acceptability.

As with the recent Tolworth Greenway scheme, the cycle lane would occupy the centre of the road between Fairfield North and Fairfield Road where it would join the central reserve of an existing staggered toucan crossing before returning to the eastern footway via a new toucan crossing. This footway which has no frontage activity would be shared use, but a fully segregated facility would commence again after crossing Orchard Road at a converted toucan facility.

This new cycleway would have fully signalised links into the heart of Kingston via St James’s Road, Brook Street, Ashdown Road, Fairfield Road, Clarence Street by Wilkinson’s and at Kingston Station.

As this route has signal controlled crossings at all side road junctions, the usual problems associated with two-way cycle tracks are avoided. Similarly, the absence of waiting or loading along the entire route means that these usual problems are also inconsequential.

Plans of the scheme are shown on drawings CR.1-01 ans CR 1.02 in Appendix A.

**Scheme impacts**

This scheme will convert one traffic lane to a cycle lane along Wheatfield Way between Lady Booth Road to Clarence Street, reducing the capacity of this section. Existing bus lane and bus stop capacities will be retained. Without additional demand management measures this scheme has the potential to increase peak time delay.

The scheme will require modelling in combination with the Kingston station plaza scheme MT.1.
CYCLE ROUTES
CR.1-CR.10: A NETWORK OF HIGH QUALITY AND CONNECTED CYCLE LINKS

CR.2 Portsmouth Road (A307) north
CR.4 Portsmouth Road (A307) south

Reasons for the project
Portsmouth Road provides a key link between Surbiton (via Palace Road) and the proposed Thames Boardway SV.3 and Kingston town centre.

The Project
On Portsmouth Road (north), a segregated two-way track will be provided along the west side of Portsmouth Road where there are no junction conflicts. Transition between this facility and the street network will be seamless where the scheme ends, e.g. measures will be designed to ensure that transfer between, onto and off dedicated facilities will be convenient, safe, quick and easy to use meaning they are unaffected by ‘scheme boundary syndrome’.

CAD plans of the route are included as drawing CR.2-01 in Appendix A.

The track will lead directly into the Thames Boardway project which will lead in turn to the Railside Bridge SV.2 and other strategic and quietway routes.

On Portsmouth Road (south), semi-segregated cycle lanes will be provided in both directions.

Scheme impacts
This scheme will result in carriageway narrowings to acceptable standards for bus operations in order to accommodate high quality cycle provision. Existing road capacity is expected to be retained and interactions with junctions will be minimal. There will be minor reductions in pavement width at points along the route however pavements will remain at or above minimum recommended widths.
CYCLE ROUTES
CR.1-CR.10: A NETWORK OF HIGH QUALITY AND CONNECTED CYCLE LINKS

CR.3 Kingston to Surbiton

Reasons for the project
Kingston and Surbiton are both key town centres and transport hubs within the borough. Whilst Kingston is the larger commercial and retail centre, Surbiton is also of importance due to the fast train services that call at the railway station there. In addition, there are a number of major destinations along the north-south axis linking Kingston and Surbiton, such as Kingston University’s Penrhyn Road campus, Kingston College, Surrey County Hall and Surbiton High School. As such, the is a key movement corridor that warrants a direct and high quality cycle link.

The Project
At its northern end, this route will connect to CR.1 Wheatfield Way Greenway (which in turn links to Kingston Station), whilst access to the heart of Kingston town centre itself will be available via the existing signalised cycle crossing across Kingston Hall Road.

A range of options has been explored to achieve segregation along the length of this route. On Penrhyn Road and Surbiton Road, continuous cycle facilities will be provided, and most of these have the potential to be at least semi-segregated.

Surbiton Crescent is a narrower but quieter road, so this portion of the route would be more akin to a quietway. A package of traffic calming measures could be introduced to create a pleasant environment for cycling without the need for segregated facilities. In addition, a short east-west quietway link would be provided along Palace Road, which would connect to CR.2 Portsmouth Road (A307) north and CR.4 Portsmouth Road (A307) south. At the junction between Surbiton Crescent and Claremont Road, there would be a link to CR.6 Avenue Elmers, which will provide a route towards Tolworth.

On Claremont Road, semi-segregated cycle lanes are generally proposed. The route would end in Surbiton, providing direct access to the railway station, including ST.1 Surbiton Station plaza and CH.2 Surbiton Station cycle hub.

CAD plans, illustrating solutions for selected focus areas along the route, are included as drawings CR.3-01 and CR.3-02 in Appendix A.

Scheme impacts
This scheme will provide a substantial upgrade to the quality of cycle provision between Kingston and Surbiton town centres. It will have at least light segregation over the majority of its length.

The existing northbound bus lane along Penrhyn Road (between Woodbines Avenue and Denmark Road) will be retained, as would all bus stops along the route. Traffic capacity is expected to be maintained along the corridor, as the number of traffic lanes will generally remain the same. On-street parking may be removed from parts of Claremont Road and a short section of Surbiton Road. In mitigation, potential locations for replacement parking and loading bays have been identified. Pedestrians will benefit from the side road entry treatments that are proposed.
**CYCLE ROUTES**  
**CR.1-CR.10: A NETWORK OF HIGH QUALITY AND CONNECTED CYCLE LINKS**

**CR.5 Cambridge Road / Kingston Road (A2043)**

**Reasons for the project**  
Kingston and New Malden are two of the most important town centres within the borough, with the Cambridge Road/Kingston Road (A2043) corridor providing the most direct route between the two. There are some existing cycling facilities (mainly in the form of narrow advisory cycle lanes) along this route, that are used by a reasonable number of cyclists. However, the provision of a continuous high quality cycle facility has the potential to provide a key east-west cycle link across the borough (and beyond), safely catering for and attracting cyclists of all abilities.

**The Project**  
As this route will form a key part of the cycle network, we have chosen it as an example project which has been developed in greater detail than other routes in this Bid. Concept plans are included in appendix A as drawings CR.5-01 to CR.5-05.

This exercise has also been useful as it has enabled us to identify typical issues that are also likely to be encountered on the other routes, and the range of solutions that can be deployed to overcome them. Examination of this route has shown that a continuous high quality cycle facility can be provided. The majority of the route will consist of semi-segregated cycling facilities, which may use ‘armadillos’ (as shown in the visualisation opposite) or possible other alternative light segregation devices. There are also some sections of mandatory cycle lanes, where vehicles may have to frequently cross the cycle lane for loading or parking.

Approximate lengths and widths for each segregation option along this route are shown in the table on this page. These lengths are subject to possible refinement as the design is developed further.

**Scheme impacts**  
This scheme will provide a continuous cycle route between Kingston and New Malden with at least light segregation over the majority of its length and will transform east-west cyclist connectivity.

The westbound bus lane between Hawks Road and Victoria Road will be maintained, as there are often queues in the adjacent general traffic lane. However, it is proposed to remove the short eastbound bus lane between Church Road and Rayleigh Court, as well as the westbound bus lane between California Road and Hampden Road. This has been proposed as these bus lanes currently offer little benefit for buses, due to the general absence of congestion adjacent to them. As such, the removal of these bus lanes is expected to have minimal impacts on bus journey times and reliability.

Traffic capacity is expected to be maintained along the corridor, as the number of traffic lanes will generally remain the same. There may be some impact on capacity at the Hawks Road / Chatham Road / Cambridge Road signalised junction if a straight ahead pedestrian crossing on the western arm is provided, but this could be mitigated by a review of the staging arrangement for the Chatham Road arm.

There are many commercial and residential frontages abutting Kingston Road and Cambridge Road, some of which may benefit from nearby parking and loading locations being available. At present, waiting and loading is allowed on the following lengths of kerb along Cambridge Road / Kingston Road at noon on a weekday:

- Waiting: 726m
- Loading: 2,261m

It should be noted that in practice, the usable lengths available for waiting (and to some extent loading) are far shorter than these figures would suggest due to the presence of vehicle crossovers.

**TABLE 1: LENGTHS OF SEGREGATION OPTIONS**

<table>
<thead>
<tr>
<th>Avenue</th>
<th>Eastbound (m)</th>
<th>Westbound (m)</th>
<th>Total (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: Off-road cycle track</td>
<td>40</td>
<td>110</td>
<td>150</td>
</tr>
<tr>
<td>B: Stepped cycle track</td>
<td>610</td>
<td>480</td>
<td>1,090</td>
</tr>
<tr>
<td>C: Semi-segregated cycle lane</td>
<td>1,820</td>
<td>1,985</td>
<td>3,805</td>
</tr>
<tr>
<td>D: Mandatory cycle lane / bus lane</td>
<td>350</td>
<td>200</td>
<td>550</td>
</tr>
<tr>
<td>E: Advisory cycle lane</td>
<td>20</td>
<td>15</td>
<td>35</td>
</tr>
<tr>
<td>F: Shared with other vehicles</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,840</strong></td>
<td><strong>2,790</strong></td>
<td><strong>5,630</strong></td>
</tr>
</tbody>
</table>

**TABLE 2: LENGTHS OF CYCLE FACILITY WIDTHS**

<table>
<thead>
<tr>
<th>Avenue</th>
<th>Eastbound (m)</th>
<th>Westbound (m)</th>
<th>Total (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5m</td>
<td>160</td>
<td>70</td>
<td>230</td>
</tr>
<tr>
<td>1.6m</td>
<td>1,120</td>
<td>1,270</td>
<td>2,390</td>
</tr>
<tr>
<td>2.0m</td>
<td>1,520</td>
<td>1,370</td>
<td>2,890</td>
</tr>
<tr>
<td>&gt;2.0m</td>
<td>40</td>
<td>80</td>
<td>120</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,840</strong></td>
<td><strong>2,790</strong></td>
<td><strong>5,630</strong></td>
</tr>
</tbody>
</table>
The Royal Borough of Kingston upon Thames
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CYCLE ROUTES
CR.1-CR.10: A NETWORK OF HIGH QUALITY AND CONNECTED CYCLE LINKS

Further work will be required to confirm the hours over which waiting and loading restrictions should apply going forward. One approach that could be taken would be to ban parking from at least 07:00 until 19:00 on weekdays. It may not be feasible to restrict loading along the full length of the route all day on weekdays, as deliveries to adjacent residential and commercial premises will still need to take place. There is one location where there is sufficient width for a new inset loading bay, however the generally limited width available limits wider provision of such facilities. Further loading opportunities may be provided by relaxing loading restrictions on side streets (in proximity to Kingston Road / Cambridge Road) where possible.

It has been identified that new parking bays in side streets could provide about 50m of additional parking. In addition, it may be possible to provide further short-term parking by adopting the approach that is already applied along Richmond Road (A307), where side street bays are allocated for this purpose.

These replacement waiting and loading locations in side streets will have the advantage of being available all day, compared to the waiting and loading restrictions that generally apply on Cambridge Road / Kingston Road during the weekday peaks.

Footway de-cluttering and the replacement of informal pedestrian crossing islands with zebra crossings will balance footway width reductions against the gains which include easier crossings, levelled paving and the cycle lane buffer against adjacent motor-traffic which will reduce the impact of noise and pollution on the pedestrian environment.
COMMUTER ROUTES
CM.1: COOMBE ROAD/COOMBE LANE WEST (A238) & CM.2: KINGSTON HILL/KINGSTON VALE (A308)

Reasons for the project
These routes provide key links with the neighbouring boroughs of Wandsworth and Merton and on to inner and central London. By providing high quality cycle links along these corridors we will connect Kingston to Cycle Superhighways 7 and 8. These corridors are identified in the sub-regional transport strategy as priority links and will also help facilitate orbital journeys in the area.

The Kingston Hill/Kingston Vale route currently features advisory cycle lanes for much of its length however the continuity and consistency of these is variable.

The Coombe Road/Coombe Lane West route currently has minimal provision for cyclists. It is a relatively flat, alternative route for journeys towards inner London in comparison to the Kingston Hill/Kingston Vale route.

CM.1: The Project
From the borough boundary with Merton, the route follows Coombe Lane West towards Kingston town centre westbound via a short section of off-road cycle track, followed by a short section of advisory cycle lane around Wonford Close. Semi-segregated cycle lanes will be provided from there westbound until Norbiton station. There is a pinch point close to Norbiton station where the road passes beneath the railway – semi-segregation cannot be accommodated here; instead advisory cycle lanes will be provided in both directions. Where Coombe Road joins London Road, the cycle route will make use of a new toucan crossing over London Road to connect, via a new section of off-road track, with Birkenhead Avenue for Kingston town centre. Eastbound, from the junction with London Road, semi-segregated cycle lanes will be provided for the length of the route as far as the borough boundary.

We have looked at some key focus areas along this route in greater detail, and proposed solutions for these are shown on drawings CM.1-01 to CM.1-03 in Appendix A.

CM.2: The Project
From the London Road/Coombe Road junction, semi-segregated cycle lanes will be provided in both directions for the length of the route as far as the Robin Hood roundabout with the A3. The roundabout at the junction of London Road and Manorgate Road is another potential site for a Dutch roundabout. For now, we have focused our Dutch roundabout scheme at the Fountain Roundabout SV.1, however, should subsequent junction modelling show that the Fountain scheme is not feasible, we would consider developing the proposals at the London Road roundabout instead. For both CM.1 and CM.2, light-segregation will be achieved using ‘armadillos’ or equivalent TRL approved infrastructure.

We have also examined key focus areas for this route, with solutions shown on drawings CM.2-01 to CM.2-03 in Appendix A.

Scheme impacts
The overall impact of these schemes on other road users is expected to be minimal. The Kingston Hill/Kingston Vale route mainly builds on existing road space allocated to cyclists. The introduction of semi-segregated cycle lanes will involve some realignment of kerb lines and in places the width of the pavement will be reduced. Carriageway widths will also be narrowed to accommodate the infrastructure but the number of lanes is maintained. Bus lanes and bus stops will remain.
The Royal Borough of Kingston upon Thames
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The project
Initially two major station cycle hubs will be introduced, with 300 spaces at Surbiton and 450 spaces at Kingston Station. We will also ensure that cycle parking is available at the borough’s other stations. The future aspiration is to add a further 1,500 spaces at Surbiton station and develop a third hub (1,000 spaces) at Kingston town centre (south), serving major employers including the Council and university campus.

These sites have been identified based on proximity to key trip origins and destinations and their potential to complement the other measures proposed in this bid. The Surbiton hub will cater primarily for train passengers accessing the fast train services at this station. Evidence from other countries (including the Netherlands) is that major train stations are key trip attractors and can generate significant demand for cycle parking, which has informed the number of parking spaces proposed.

We have developed an initial list of the facilities that would be appropriate at each hub, keeping in mind the purpose of each such that they form one-stop shops.

All of the hubs would include:
  » Secure cycle parking
  » Cycling information and advice
  » A cycle shop and repairs
  » Lockers

The future Kingston town centre cycle hub (not part of this bid) will cater for people ending their journeys (rather than those interchanging with rail services). As such, the additional provision of showers and a café is proposed to meet the needs of these users.

The cycle hub at Kingston Town Centre will include a cyclists’ café, workshop and smarter travel centre modelled on Surrey’s Local Sustainable Transport Fund schemes in Woking and Guildford and the Look Mum No Hands cycle cafe enterprise in Old Street, Islington. This will make the council’s smarter travel, Dr. Bike and cycle training activities more publicly accessible.

Reasons for the project
There are existing public cycle parking facilities throughout the borough, including secure cycle parking compounds at Kingston and Surbiton railway stations. However, the design and location of these compounds at the side of the station, means that they are underutilised.

Wider cycle facilities across the borough largely consist of Sheffield compounds at the side of the station, the design and location of these being well used, and they cater for cyclists stopping to access the fast train services at this station. Evidence from other countries (including the Netherlands) is that major train stations are key trip attractors and can generate significant demand for cycle parking, which has informed the number of parking spaces proposed.

Surbiton Station cycle superhub
300 cycle parking spaces initially (expandable to 1500)
and supporting facilities

Proposed cycle hub locations

Cycles left parked on the street are reasonably well catered for by the borough largely consist of Sheffield compounds at the side of the station, means that they are underutilised. The design and location of these compounds at the side of the station, means that they are underutilised.

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CyCle Hubs
Ch.1: Kingston Station Cycle Hub

Reasons for the Project
The Kingston station cycle hub will serve people travelling to destinations in the northern part of Kingston town centre and is located where several proposed cycle routes converge, including the route to the Riverside Bridge SV.2 and Thames Boardway SV.3, and routes north towards Richmond and south towards Surbiton via the Wheatfield Greenway CR.1.

The project
In order to ensure the delivery of the Kingston station hub it will be located on land owned by the council to the west of the existing station where the taxi rank and service parking is currently located. Implementation of the Kingston station plaza MT.1 will enable the taxi rank and service bay to be relocated to alternative locations.

Our concept design shows the hub as a single storey building that could be a simple steel structure with a glass façade. Approximately 450 secure cycle parking spaces will be provided on double height storage racks within the secure building and, subject to ongoing negotiation with Network Rail, ancillary facilities will be located in the immediately adjacent vacant unit within the station building. Within this unit there is space to provide cycle repair facilities, a cycle café providing information and advice as well as storage lockers. A canopy will connect the unit and secure parking as well as allow access to the station property.

This hub is shown on drawing MT.1-01 in Appendix A.

Scheme Impacts
The cycle hub will be located close to the station entrance on the existing taxi rank; the taxi rank will be relocated onto Wood Street and will be more visible from the station main entrance. The capacity of the taxi rank will be retained. As discussed under scheme MT.1 (Kingston station plaza), the width of the carriageway outside Kingston station will be reduced from three lanes to two lanes. The taxi rank will be accommodated in some of the space gained by reducing the carriageway width.
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CYCLE HUBS
CH2: SURBITON STATION CYCLE HUB

Reasons for the project
The primary function of this cycle hub is to encourage and facilitate access by cycle to and from Surbiton station. As the borough’s key station for fast services to central London, this is a focal point on the railway network in south-west London. For example, non-stop services from Surbiton to London Waterloo can take 18 minutes, compared with services from Kingston station which typically take over half an hour.

As such, it attracts train travellers from a larger catchment area relative to other local stations. It is therefore a logical location for a cycle hub. This hub is at the southern end of the proposed direct cycle route between Kingston and Surbiton CR.3 connecting with the Wheatfield Greenway CR.1.

The hub will serve two target groups:
» Train passengers who live in the surrounding area and need to travel to Surbiton station to catch a train to their destination
» Passengers arriving at Surbiton station by train, and who need to travel to get to their final destination (for example Kingston University or Kingston town centre)

In the EoI, our proposal was to develop a superhub on the south side of the station over the existing car park with a ramped bridge crossing to the north side. However as Network Rail are to prepare a masterplan for the long term development of the car park site Kingston Council will now work with Network Rail to ensure that the aspirations for a superhub are incorporated into any development brief. In the short- to medium-term Kingston Council will work with Network Rail to deliver a smaller scale hub on the north side of the station.

The project
As part of the Surbiton Station plaza proposal ST.1 the existing short term parking and taxi rank will be relocated to create a new station plaza with space for a cycle hub.

Our concept design shows the hub as a single storey structure that could be a simple steel structure with a glass façade. Setting the cycle hub into the rising ground will reduce the potential visual impact of the structure on the listed station building. Approximately 300 secure cycle parking spaces will be provided on double height storage racks within the secure building, with direct access onto the new station plaza.

Subject to negotiation with Network Rail and the landlord of the small building to the front of the plaza, a cycle repair shop providing information and locker facilities could be provided within the two of the four existing units. The existing café could be reconfigured and integrated into the cycle hub.

This hub is shown on drawing ST.1-01 in Appendix A.

Scheme impacts
The impact of this scheme on other road users is expected to be minimal. The cycle hub will sit on top of scheme ST.1 (Surbiton station plaza), the impacts of which are discussed under scheme ST.1.
SUPPORTING MEASURES
SM.1: COMPLEMENTARY MEASURES

Reason for the project
One of the major challenges we face is making cycling an everyday occurrence and in order to normalise cycling we need to overcome cultural and physical barriers.

The most commonly quoted concern is the perceived danger associated with cycling, which both prevents uptake amongst adults and prevents parents allowing children to cycle to school. Other barriers to address are cultural, cycle security and health and fitness.

Changing perceptions and behaviours will be achieved by targeted engagement with businesses, schools and community groups – including members of traditionally ‘hard to reach’ groups.

The project
We will develop a comprehensive range of complementary measures to publicise and explain the new mini-Hollands measures. A new ‘cycling embassy’ (or similar, on Danish lines) will be established to communicate key messages about cycling via a distinctive brand identity targeted to the borough.

The brand will be applied across all touch-points, including an interactive cycling website, dedicated roadside poster sites and in the media.

An important role of the embassy will be the creation, with collaborative input from local cyclists and other road user groups, of a robust local ‘etiquette’ for cyclists and motorists. The etiquette will aim to embed new behaviours and explain how cyclists and motorists should negotiate the new infrastructure safely and with mutual consideration.

Allied to this we will create two new cycle ‘hub’ facilities associated with the new cycle hubs at Kingston and Surbiton. These will comprise retail units that are accessible to the public. The main cycling centre at Kingston station could (subject to available floor space including expansion of the existing unit) incorporate a cycle cafe for food sales (coffee etc), a base for school and adult cycle-training activities and a cycle repair workshop. Initial thoughts regarding Surbiton are that a smaller centre with a cafe and bike workshop as well as lockers would be provided and operated on the Council’s behalf on a commercial basis by an existing business which would also administer the cycle parking.

However, the bulk of activities based at the Kingston station will be community led. The Council considers that, within the wider concept of the big society, the community are the best conduit of smarter travel measures generally and it is the Council’s role to encourage, complement and facilitate community-run smarter travel, road danger reduction and cycling activities such as information provision, cycle-training, Dr. Bike and public advice. The borough already has a wide range of community groups and initiatives that promote walking and cycling, represented by the local partnership umbrella organisation CSPAN (Kingston Community Sport and Activity Network).

Wider benefits of having a cycle-centre will include providing information about walking, public transport, car sharing, electric vehicles and car clubs and displaying consultation exhibits showing highway and planning schemes. The inclusion of a cafe, branded merchandise and a workshop is intended to make the retail unit/workshop/cafe associated staffing, financially self-sufficient.

Barriers to cycling will be addressed by:

» Infrastructure changes to make cycling safer
» Training and campaigns around safer lorries and vans
» Increased cyclist training at Level 3 Bikeability for older children and adults
» Increase in secure parking
» Easy access to cycling support such as bike repairs, route planning and cycle buddy ing
» Increased Level 3 Bikeability training in secondary schools will help fill the cycling gap between primary school training and adulthood when young people often make transport choices which favour bus then car journeys
» Advanced training in secondary schools will introduce a cycling culture in ethnic groups where cycling is not traditionally seen as a desirable transport mode
» We can utilise our Business Travel Network of over 250 businesses to promote and facilitate cycling with information, events and training
» We will identify clusters of schools and implement Cycle to School Partnerships
» We will provide ‘personalised cycling plans’ to residents, community groups targeting households with easy access to our improved routes and cycling facilities
» The public health benefits of regular active travel cannot be underestimated. Joint projects will be built upon in partnership with public health, schools and businesses
» Increase in Secure Parking – Lack of secure parking in flats is often a key barrier to cycling. We will work...
Contact details

For further information on
A cycling vision for everyone, 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 submission is visionary yet realistic.

Early concept sketch of the Thames Railside Bridge