1. This report updates the Planning Sub Committee on the NW 3 Portsmouth Road Mini Holland Scheme and the decision made by the Infrastructure, Projects and Contracts Committee on 25 June 2015 to progress the proposals to the detailed design scheme stage. The IPCC also approved the construction budget, the appointment of the contractor and delegated authority to the Director of Place to make any minor variations to the design in consultation with the Lead Members for Capital Projects and Contracts and Environment and Transport (or any successor portfolio).

2. The proposals which were considered by IPCC on 25 June 2015 include revisions to the earlier proposals taking account of views expressed during the consultation earlier this year. These revisions are set out in paragraphs 3 to 5 below.

3. The level of segregation offered has increased from 20% in the initial scheme to 85% for the revised scheme. In keeping with the original bid document, the two way segregated cycle facility extends for approximately 600m along Portsmouth Road between its junctions with South Lane and Palace Road. The facility varies in width of between 2.5-3.0m. Between Palace Road and Brighton Road, it is currently proposed that cyclists will be ‘lightly’ segregated on both sides of the road from motor vehicles by using ‘armadillos’. Armadillos give emphasis to the cycle lane by creating a physical barrier whilst allowing cyclists to move in and out of the lane as required.

4. A new signal controlled ‘toucan’ crossing will be provided near the junction with Palace Road. Toucan crossings are designed for pedestrians and cycles to cross together and will allow cyclists to transfer safely between the two-way cycle track and the lightly segregated cycle lanes. Floating bus stop islands are also proposed where required on both sides of Portsmouth Road. These enable cyclists to pass safely behind the bus stop without having to overtake the bus. A waiting area for bus passengers is provided between the cycle track and the carriageway. There remain no proposals to alter the existing parking and loading restrictions along the eastern side of Portsmouth Road.

5. There will be pedestrian facilities at the Brighton Road junction, improvements to the landscaping along the Queen’s promenade to mitigate the removal of the western footway between the junction of Anglesea Road and South Lane, and the new pedestrian access point to the Queen’s Promenade.

6. The Portsmouth Road Scheme continues to be developed as an independent stand alone scheme. It will also contribute towards the wider cycle network as it develops, including integration with further planned mini-Holland schemes such as the Thames Broadway and the connectivity scheme into the town centre.

7. The scheme will be delivered in two phases:
   - Phase 1 will consist of the linear carriageway improvements as described above.
   - Phase 2 will investigate the feasibility of introducing a dedicated pedestrian ‘green man’ facility at the Brighton Road/Portsmouth Road signalised junction.
The detailed design stage is projected to be completed by November 2015. As part of this process, construction phasing plans will be developed and then be presented at both the Surbiton and Kingston Town Neighbourhood Committees in autumn 2015.

8. Subject to any amendments to the scheme design taking place or if any key risks are realised e.g. challenges with the relocation of statutory undertakings, the first stage of the scheme is anticipated to be completed by April 2016. The new cycling facility will be available for use by Ride London 2016.

9. A construction budget of £3.16 million has been set for the Portsmouth Road scheme. The remainder of the cost (approximately £100K) covers design fees.

10. The scheme construction is proposed to be delivered under the existing LoHAC (London Highways Alliance Contract) arrangements.

Background papers – held by Author of report

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