

## Environment and Sustainable Transport Committee

27 November 2018

### Go Cycle Programme: Progress Update / Kingston to Tolworth (Phase 2: Ewell Road)

Report by Director of Growth

Call-in deadline: 5pm on Tuesday 11 December 2018

#### Purpose

To update the Committee on the progress of the Go Cycle programme and to seek authorisation to proceed to the detailed design and construction stages of the Kingston to Tolworth (Phase 2 : Ewell Road) Go Cycle scheme.

#### Recommendations of the Portfolio Holder for Environment & Sustainable Transport

To **Resolve** that -

- 1) The Go Cycle programme progress update set out in paragraphs 09 to 13 is noted.
- 2) **Kingston to Tolworth (Phase 2 : Ewell Road) Go Cycle scheme**
  - a) The authorisation to proceed to the detailed design and construction stages of the proposed scheme as set out in paragraphs 14 to 26 be approved;
  - b) The Director of Growth be authorised to make minor design or construction variations in consultation with the Portfolio Holder for Environment & Sustainable Transport or any successor portfolio.

#### Key Points

- A. The Mayor of London's Mini-Holland initiative is a £100 million investment administered by Transport for London (TfL). In December 2013 the Royal Borough of Kingston upon Thames (RBK) submitted a bid to the Mayor's Cycling fund setting out "a cycling vision for everyone" to encourage and stimulate more sustainable travel including cycling. In March 2014, RBK was one of three boroughs selected to receive programme funding, which it is delivering through its Go Cycle programme.
- B. The Go Cycle programme is aligned to the Mayor's Healthy Streets approach (which underpins the importance of the transport system in maintaining health) as well as the Council's environmental and cycling objectives.
- C. The construction of three Go Cycle schemes has been completed. Four further Go Cycle schemes are currently under construction. A progress update for the Go Cycle programme can be found in paragraphs 09 to 13. A map of the Go Cycle routes is included in **Annex 1**.
- D. This report is seeking approval for the Ewell Road section (Phase 2) of the Kingston to Tolworth scheme. The current scheme proposals are attached in **Annex 2**. The Penrhyn Road section (Phase 1) of the Kingston to Tolworth scheme gained approval at the June 2017 Residents Committee. The Ewell Road section of the Kingston to Tolworth route comprises the main length of Ewell Road and connects

to St Mark's Hill and Avenue Elmers, which then link to other Go Cycle routes towards Surbiton and Kingston.

- E.** Public consultation was undertaken on the Kingston to Tolworth Go Cycle scheme between 17 October and 17 November 2016.
- F.** Ewell Road is a strategic main road and cyclists should be segregated from motor traffic for their safety and comfort. Some modifications have been made to the scheme to reflect the results of public consultation, and Committee approval is now sought to undertake detailed design and subsequently construct the Ewell Road section (Phase 2) of the Kingston to Tolworth scheme.
- G.** The TfL Project Sponsor is responsible for authorising the release of TfL Mini-Holland funding and TfL have approved the proposals set out in this report. Further approval from the TfL Project Sponsor will be required to release funding prior to construction. In addition, all schemes affecting the operation of strategic roads will be subject to statutory approvals from TfL.
- H.** The construction programme will be determined during the detailed design but, subject to approvals and budget from TfL, the substantive construction works could begin in the 2019/20 financial year.
- I.** The current detailed design and construction estimate for the Ewell Road scheme is £2.4M. Further information can be found in paragraphs 32 to 34.

## **Context**

1. TfL has allocated £32.7 million for the RBK Mini-Holland programme. This allocation is subject to approval from TfL, and is earmarked solely for the delivery of the Mini-Holland programme, so cannot be used for other purposes. The current London Mayor has expanded the programme with a greater emphasis on creating healthy streets.
2. The population of Kingston is growing, but the spaces for travelling around are not. Over the lifetime of the new Local Plan/London Plan, Kingston's population is projected to rise from about 183,000 in 2019 to between approximately 205,000 and 223,000 in 2041 (GLA 2016 based population projections). Travel is key to accommodating this growth and ensuring the continued success of the Borough. The Transport Strategy published by the Mayor of London in 2018 aims 'for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041'. The Mini-Holland funding will help address congestion and the transport pressures of a growing population, by providing the infrastructure to encourage more cycling and walking and reduce reliance on cars.
3. The RBK Mini Holland programme is called 'Go Cycle', and comprises:
  - a. A network of infrastructure projects across the Borough
  - b. Complementary Measures: a set of information, training and trip-end facilities (e.g. cycle parking) to complement the new infrastructure.
4. The key aims of the Go Cycle Programme align with the Mayor's Healthy Streets vision which aims to shift people towards active transport (including walking and cycling) along with greener, improved public spaces, and cleaner air. The Healthy Streets approach states that the biggest role of transport in health is a

positive one; it is the main way that people stay active. This is vital as everyone should be physically active every day to prevent a wide range of illnesses including heart disease, stroke, depression, Type 2 diabetes and some cancers.

The schemes of the Go Cycle Programme seek to benefit the health of local residents, reduce overcrowding on roads and public transport, improve air quality and make roads safer for both pedestrians and cyclists.

The Go Cycle objectives, as identified in the 2013 RBK Mini-Holland bid document submitted to TfL are to:

1. Substantially increase the amount of cycling in the borough
  2. Transform the environment for cycling in the borough
  3. Improve the level of satisfaction with cycling infrastructure
  4. Provide a high quality, high capacity cycle network of interconnecting routes that form an identifiable core network
  5. Encourage more cycling among 'hard to reach' groups
  6. Improve safety for cyclists
  7. Facilitate part-cycled commuter journeys
- Benefits to all
8. Reduce congestion and smooth the flow of traffic
  9. Improve the quality of the public realm
  10. Support the vitality and viability of our town, district and local centres.

5. RBK also undertake a number of initiatives to promote sustainable transport in the borough under the Complementary Measures component of the Go Cycle programme, including:

- Sustainable travel information
- Free cycle training
- Bike maintenance courses
- Go Cycle events
- Free Dr Bike checks
- Free bike loan scheme
- Bike Hire Dock at Surbiton Station
- Increased bike parking
- School and workplace travel planning

6. All the Go Cycle proposals were identified in the 2013 RBK Mini-Holland bid document submitted to TfL, and subsequently developed in liaison with TfL. The business case for the programme was approved at the RBK Infrastructure, Projects and Contracts Committee in September 2014. The proposals for the Kingston to Tolworth (Phase 2 : Ewell Road) Go Cycle scheme set out in this report have been endorsed by the cross-party Go Cycle Member Officer Board. This is chaired by the Portfolio Holder for Environment & Sustainable Transport and provides strategic leadership for the programme. The membership of the Go Cycle Member Officer Board comprises a cross party group of councillors, key officers and TfL.
7. The Ewell Road proposals set out in this report have also been endorsed and approved by TfL. Further approvals from the TfL Programme Sponsor will be required to release funding prior to construction. In addition, the scheme will be subject to statutory approvals from TfL because it affects the operation of the London Strategic Road Network.

8. Public exhibitions were held in the Ewell Road area, giving local residents and businesses an opportunity to view the proposals in detail, and to discuss specific aspects or concerns with members of the project team. A programme of widespread communications was undertaken to promote the consultation and encourage a good level of response. This included online advertising, railway station billboards, social media, poster displays in local shops / businesses and distributing copies of the brochure in public facilities.

### **Go Cycle programme progress update**

9. Three Go Cycle projects have been constructed and delivered to date. These are the schemes for:
  - Portsmouth Road
  - Surbiton to Kingston
  - Kingston High Street

The Portsmouth Road and Kingston High Street schemes have created a two-way cycle lane separate from motorised traffic between Surbiton and Kingston Town Centre. The Queen's Promenade has also been transformed with landscaping, new planted terraces, seating and natural stone paving. Data from pre construction counts in June 2015 and post construction counts in April 2017 indicate that there has been an increase of approximately 59% in weekday cyclists (7am - 7pm) and approximately 40% increase in Saturday (7am - 7pm) cyclists using the Portsmouth Road cycle lane (source: RBK data). The Surbiton to Kingston scheme includes St Mark's Hill, Claremont Road, The Crescent, Surbiton Crescent, Palace Road and Avenue Elmers. These improvements provide better accessibility between Surbiton and Kingston and include new one and two-way segregated cycle lanes with cycle route signs and markings.

10. Four further Go Cycle projects are currently under construction. These are the schemes for:
  - Kingston Station
  - Wheatfield Way
  - New Malden to Raynes Park
  - Kingston to Kingston Vale

Key improvements for Kingston Station and Wheatfield Way include: transforming facilities for cycling, widened crossings, providing new public spaces, introducing modern cycle storage facilities and improving accessibility to Kingston Town centre. By summer 2019 the Wheatfield Way scheme is scheduled to be substantially complete and the new cycle & pedestrian footbridge is planned to be installed at Kingston Station. The new Cycle Hub at Kingston Station is expected to be installed later in 2019.

11. The New Malden to Raynes Park project will create a new traffic-free 1.2km walking and cycling path between New Malden Railway Station and the Raynes Park Recreation Ground in Merton. The scheme is scheduled to be completed during the Summer of 2019.
12. The first section of the Kingston to Kingston Vale scheme was completed in May 2018 and delivered a Quietway cycle route (a continuous cycle route on a less-busy backstreet) between Norbiton and Kingston Town Centre on Canbury

Park Road and Gordon Road. The remainder of the Kingston to Kingston Vale project aims to improve the A308 road linking Kingston to Kingston Vale and the A3 by transforming cycling facilities and improving safety and connectivity. The scheme will strengthen connections to Kingston Hospital, Kingston University and Richmond Park. The construction works will be undertaken in sections, with the first section underway on Kingston Hill. The Kingston to Kingston Vale project is due to be completed in 2020.

13. Approval to undertake the detailed design and construction of the Kingston to Tolworth (Phase 1: Penryhn Road) scheme was awarded by Residents Committee in June 2017. Construction of this scheme is planned to start in early 2019. The scheme will provide segregated cycle facilities and link to the Wheatfield Way and Surbiton to Kingston schemes to form a continuous Go Cycle route between Kingston Town centre and Surbiton, with a connection to Portsmouth Road.

### **Proposal: Kingston to Tolworth (Phase 2: Ewell Road) Go Cycle scheme**

14. The Kingston to Tolworth scheme is divided into two sections. The northern section comprises Penrhyn Road and Surbiton Road, and the southern section is along Ewell Road. This report is concerned with the southern section only, which forms the southern spine of the Kingston to Tolworth Cycle route.
15. The main proposals for the Kingston to Tolworth (Phase 2: Ewell Road) Go Cycle scheme, which are shown on the drawings included in **Annex 2**, are to introduce:
  - **a two-way segregated cycle track on the west side of Ewell Road between St. Mark's Hill and Berrylands Road**  
This provides a link with the Go Cycle routes in Avenue Elmers and St Mark's Hill and enables cyclists to bypass busy traffic junctions.
  - **one-way segregated cycle tracks on each side of Ewell Road between Berrylands Road and Elgar Avenue / Princes Avenue.**
  - **a segregated two-way cycle track in the centre of Ewell Road between Elgar Avenue and Tolworth Broadway**  
At the southern end of Ewell Road the cycle tracks will connect to the central greenway at Tolworth Broadway to allow ongoing journeys south of the A3.
16. To ensure the safe and expeditious movement of pedestrians, cyclists and other traffic:
  - Traffic signal junctions will be re-configured and upgraded;
  - Pelican crossings will be widened and converted for use by both pedestrians and cyclists (toucan crossings);
  - A new pedestrian crossing will be installed on Ewell Road between Lenelby Road and Red Lion Road;
  - The northbound bus lane on Ewell Road approaching the junction with St. Mark's Hill will be removed; and
  - Parking, loading and waiting restrictions will be reorganised.
17. In response to the consultation feedback the southbound bus stop on Ewell Road north of Berrylands Road will be relocated south of Berrylands Road outside the

library and adjacent to the pedestrian crossing. There will be minor alterations to the locations of other bus stops.

## **Road Network Impact**

18. Ewell Road is on the borough's Principal Road Network and is part of the A240. It is a single carriageway road but also has sections with two lanes in one or both directions. The existing road and general traffic lane configurations will be maintained in order to maintain traffic flow.
19. Ewell Road also forms part of London's Strategic Road Network, and therefore requires formal approval from TfL if any material changes are proposed. Significant traffic modelling has been undertaken in accordance with TfL's audit and validation processes, and the impacts of the proposals on traffic flow have been assessed and scrutinised with TfL prior to TfL's approval.
20. TfL manages and controls the traffic signal timings and infrastructure along the A240 and the Council will continue to develop the designs with TfL to minimise impacts on traffic and buses where possible.

## **Parking and Loading**

21. Parking, loading and waiting provisions will be adjusted and reorganised along the route to enable the scheme to be constructed and allow traffic to flow. Extensive parking surveys were carried out to inform the design process and the design principle has been to retain sufficient parking capacity to meet the typical short-stay parking demand in order to support local businesses and amenities. The implications for parking are summarised below:

### *Section 1 - St. Mark's Hill to Brown's Road:*

A total of approximately 45 parking/loading bays, which are a combination of new bays and re-organised existing bays, will be included in the proposed layout. These replace the existing provision, which is a combination of parking bays and single yellow lines that are restricted at certain times of the day. Currently there is an average parking demand of 18 spaces (over a 24 hour day), excluding long stay parking.

### *Section 2 - Brown's Road to Douglas Road*

A total of 18 parking/loading bays will be included in the proposed layout, compared with 19 existing. Currently there is an average parking demand of 11 spaces (over a 24 hour day).

### *Section 3 - Douglas Road to Tolworth Broadway*

A total of 37 parking/loading bays will be included in proposed layout, compared with 42 existing. Currently there is an average parking demand of 12 spaces (over a 24 hour day).

22. Overall there is an expected net increase of 5 parking bays along the length of the scheme, although the final layout will be subject to further detailed design, safety audits and the Traffic Management Order process.

23. In order to support visits to local businesses and amenities and ensure turnover of parking spaces, the new Pay and Display parking bays will, in general, be limited to 2 hours per stay.
24. On Ewell Road between Berrylands Road and Oak Hill Crescent the off-peak parking permitted on the single yellow lines needs to be removed in order to create space for the cycle lanes. The single yellow lines will be replaced with a combination of double yellow lines (no waiting at any time) and new parking bays (see paragraph 21), which will mitigate the loss of single yellow line parking.
25. The section of Ewell Road between Berrylands Road and Oak Hill Crescent is close to Surbiton Station and attracts significant levels of long stay commuter parking. Parking surveys have shown that over 60% of the vehicles parked on the single yellow lines in this section stay for 5 hours or more. As the A240 Ewell Road is a traffic route of strategic importance and part of the Principal Road Network, the provision of long stay parking at the kerbside is not considered an appropriate or sustainable use of road space.
26. Existing loading bays for businesses and existing disabled bays will be retained in the same or similar locations as at present.

### **Consultation Feedback: Kingston to Tolworth (Phase 2: Ewell Road)**

27. The consultation leaflet is included as **Annex 3**, and was posted to 7,149 households, with additional letters sent to 2,485 residential and business addresses. The responses to the consultation have been collated and analysed by independent consultants, and their consultation report, as well as a summary, has been made publicly available on the RBK website at the following link:

[https://www.kingston.gov.uk/info/200382/go\\_programme/1271/kingston\\_to\\_tolworth/3](https://www.kingston.gov.uk/info/200382/go_programme/1271/kingston_to_tolworth/3)

28. Public exhibitions were held in the Ewell Road area, giving local residents and businesses an opportunity to view the proposals in detail, and to discuss specific aspects or concerns with members of the project team. A programme of widespread communications was undertaken to promote the consultation and encourage a good level of response. This included online advertising, railway station billboards, social media, poster displays in local shops / businesses and distributing copies of the brochure in public facilities.
29. General feedback from the consultation has been categorised and responses to the key themes are summarised below for the *overall* Kingston to Tolworth route, including Penryhn Road as well as Ewell Road:
  - *Theme: Proposals are a waste of money*  
Response: Kingston has been allocated £30 million from TfL's Mini-Holland programme as part of the London Mayor's transport policy. These funds are for the Go Cycle programme and the budget has been allocated following a rigorous bidding process that involved a robust business case in which the expected benefits were considered against costs. The funds allocated by Mayor of London and TfL are solely for the delivery of the Go Cycle programme and cannot be used for other purposes.

- *Theme: Schemes will increase congestion / pollution*  
Response: The Go Cycle programme as a whole aims to encourage modal shift from cars to cycling and walking, thereby reducing congestion in the longer term as the population grows. In the short term it is accepted that the reallocation of road space to cater for safer cycling routes may slightly increase delays to general traffic. However the Council is working with TfL to minimise traffic delays on this strategic route, while providing high quality and safe cycle facilities.

- *Theme: Not enough demand / people don't use Greenway / Portsmouth Road*

Response: The scheme is expected to result in an increase in the number of cyclists in future as cycling infrastructure is improved and complementary cycle parking and training measures are developed. Through improved facilities the Council aims to encourage people who may not have previously considered cycling, due to concerns about safety or lack of appropriate facilities, to take up cycling as a viable transport alternative in Kingston.

Numerous surveys have shown that poor safety is the main concern that prevents people from cycling. Once completed the Go Cycle programme will provide a network of continuous, safe and convenient routes. It is anticipated that cyclist numbers will increase as the Go Cycle network grows, as has happened in other parts of London.

- *Theme: Support the need for cycling improvements / agree with the proposals*

Response: There was significant feedback during the consultation supporting the need for cycling improvements and agreement with the proposals. While the consultation objective is essentially to achieve a better design through inviting members of the public to comment and make suggestions, the significant feedback supporting the need for cycle facilities in general is noted.

30. The scheme also received a number of additional comments specifically on the three sections listed for the Ewell Road scheme. Key themes (and those that differ to overall scheme comments listed above) are as follows :

- *Theme: Don't remove bus stop / lanes (South Terrace / Berrylands, Millbank House) and how would they be integrated*

Response: Comments received were related to moving the proposed southbound bus stop between St Mark's Hill and Berrylands Road further north. The design will be updated to reflect this feedback so that this bus stop can be relocated instead to in front of the library, immediately south of Berrylands Road, and remain useful to Berrylands' residents.

Additional comments were against the removal of the southbound bus stop and bus lane opposite Millbank House, immediately south of Brown's Road. In response to this, the bus stop will not be removed.

- *Theme: Concerned about the width of road / cycle lane / pavement (accidents, emergency services)*

Response: The traffic lane widths will be designed to national standards and traffic impacts have been thoroughly assessed with TfL using traffic models approved by TfL. Road safety audits will be carried out to identify any further safety concerns that need to be addressed. The emergency services have been consulted and have no objections to the proposals.

- *Theme: Parking - Short Stay parking for shops need to be retained and resident bays should be incorporated*

Response: Sufficient parking will be retained to meet the demand for short stay parking. New parking bays will have time restrictions to support short stay parking for businesses. However as a strategic main road Ewell Rd is not considered an appropriate location for long term residential parking bays.

A full breakdown of responses for each section can be found within the independent consultation report (link in paragraph 27).

### **Timescale**

31. The detailed design and construction of the scheme requires the approval of TfL. The project construction programme will be partly dependent on the outcome of the detailed design and relevant approvals. The construction works will be coordinated to minimise their duration and disruption to traffic and residents. Subject to TfL approvals and budget provision the construction works could begin in the 2019/20 financial year.

### **Resource Implications**

32. The estimated cost for the detailed design and construction of the Kingston to Tolworth (Phase 2: Ewell Road) scheme is £2.4M.
33. The scheme is subject to TfL approval of the detailed designs, and a more detailed budget will be prepared at this stage. All costs will be covered within Kingston Go Cycle Programme which has been approved for £32.7m.
34. The delivery of the detailed design will be provided by consultants originally sourced and awarded contracts via the TTEAR (Transport Related Engineering Advice and Research) framework agreement and London Highways Alliance Contract (LoHAC) Framework. It is intended that the construction stage works will be instructed through the LoHAC Framework.

### **Legal Implications**

35. The Council will exercise its statutory powers under highway and traffic legislation in order to design and construct the scheme. In particular, its powers under sections 6 and 9 of the Road Traffic Regulation Act 1984 (as amended) to make all necessary Traffic Management Orders (TMOs), including for cycle lanes. Powers conferred under section 65 of the Highways Act 1980 will be used where cycle tracks are to be constructed.
36. The Council has a statutory responsibility under the Traffic Management Act 2004 to maintain road network operations on its strategic roads and must notify proposals to TfL, which has the right to object.

37. All TMOs required to facilitate the implementation of the final design of the Scheme will be made in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1996 No. 2489), which include provisions for consultation, the making of objections etc. before any Order is made/confirmed.

### **Risk Assessment**

38. Scheme risks and issues will be identified, mitigated and managed through the relevant governance and programme management arrangements.

### **Equalities Impact Assessment**

39. The Equalities Impact Assessment (EQIA) conducted as part of the Local Implementation Plan covers the entire Go Cycle programme. Project level EQIAs have been completed and approved, and will be updated as the schemes proceed, taking into account comments made through the consultation, and continue through to detailed design. A copy of the current EQIA for Ewell Road can be found in **Annex 4**. The EQIA covers both the Surbiton to Kingston and Kingston to Tolworth schemes. Dedicated consultation events have been held with disability groups to address specific issues regarding accessibility issues, and the impact on disabled people will be minimised during construction.
40. Consultants were commissioned to undertake accessibility audits for each Go Cycle scheme to ensure the needs of non-motorised and disabled groups are addressed. These audits are intended to ensure that accessibility needs are considered as the design develops and consider information such as public transport flows, rights of way, accident data and vulnerable groups. This will ensure compliance to public sector equality duties within the Equality Act 2010.
41. In general, cyclists will be separated from pedestrians as far as is practicable. However shared use may be applied in locations where there is insufficient space to safely provide segregated facilities or it is impractical due to the diverse movement options, for example at some junctions, narrow road sections and bus stops. Shared use areas will be developed in collaboration with disabled and cycling groups, and will take into account the needs of children and older people. Any shared use space will be minimised as far as possible and carefully designed to help reduce potential conflict between cyclists and pedestrians, and will utilise complementary measures where possible, such as improved signage, training, enforcement and in-situ trials if necessary. The scheme will retain the kerb between the road and the pavement, and will not create any areas where pedestrians share space with motorists.

### **Health Implications**

42. The Go Cycle programme supports Healthy Streets - an initiative of the Mayor of London and TfL to invest across London in projects that prioritise walking, cycling and public transport to create a healthier, cleaner and more inclusive city. The Healthy Streets approach states that the biggest threat to the health of Londoners is physical inactivity. Inactivity is increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression and the two biggest killers in London - heart disease and cancer. There is an urgent need to design physical activity back into everyday lives.

43. Active travel - walking more, cycling more, using public transport more - provides the easiest and most affordable way for residents to get more active and live healthier lives. More than 40 per cent of Londoners do not achieve the recommended 150 minutes of activity a week; and 28 per cent do less than 30 minutes a week.
44. The easiest way to stay active is by walking or cycling as part of daily travel. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. At present, only about a third of adults in London are reporting this level of activity. It is the TfL and Mayor of London ambition for all Londoners to walk or cycle for 20 minutes every day.  
*(source: TfL's Healthy Streets for London:  
<http://content.tfl.gov.uk/healthy-streets-for-london.pdf>)*

### **Road Network Implications**

45. Independent consultants are commissioned to undertake Road Safety Audits for each Go Cycle scheme. These Audits include an evaluation of all scheme information including design drawings, any data available (accident data / traffic counts) and previous Road Safety Audits. Different modes of transport have been assessed in order to assess the design from different perspectives.

### **Environmental & Air Quality Implications**

46. Independent consultants were commissioned to undertake an Environmental Assessment of every Go Cycle scheme. There will be positive impacts on the environment resulting from the scheme as it aims increase cycling and walking partly at the expense of motorised transport mods. This 'modal shift' aims to help improve air quality. A consistent surface materials palette will improve the visual character and urban environment of the routes.

### **Benefits to the Community**

47. Increasing the number of people walking, cycling and using public transport has the potential to transform the borough, and at the same time improve the lives of those who live and work in the area. The Go Cycle programme will help to relieve the pressures on the borough's transport network and deal with future transport demands alongside a growing population.
48. The Kingston to Tolworth (Phase 2: Ewell Road) scheme will create safer and more desirable links between Surbiton and Tolworth to improve the environment for all road users, in particular cyclists and pedestrians.

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### **Background papers**

- List of reports/documents

- Consultation Reports
- Committee approval (IP&C Committee) for mini-Holland programme business case: <https://moderngov.kingston.gov.uk/documents/g7458/Public%20reports%20pack%20Thursday%2011-Sep-2014%2019.30%20Infrastructure%20Projects%20and%20Contracts%20Committee.pdf?T=10>