

CONSULTATION DRAFT



PORTSMOUTH ROAD
KINGSTON
KT1

PORTSMOUTH ROAD

PRINCIPLES AND PARAMETERS

RBK MINI HOLLAND : EARLY START NETWORK SCHEME CONCEPT DOCUMENT : 2014



INTRODUCTION

The Portsmouth Road mini-Holland (mH) 'Principles and parameters' document outlines our approach to turn Portsmouth Road into a mH compliant route. We plan to do more than apply advanced cycling standards to a highway. We plan to integrate cycling solutions into the wider public realm and its environs. This will ensure that pedestrians and cyclists enjoy the same environment is a clear and safe way.

The solutions will be environmental interventions that enhance the character and identity of the area. To encourage commuter and attract leisure uses, through public realm and sustainable transport measures. By virtue of this, we are creating a legacy for

Portsmouth Road and the Kingston Riverfront that will see transformation change.

Kingston, a cycling Borough, is gearing itself towards enhancing sustainable forms of travel.

The purpose of document is to prime the local community and key stakeholders for this change, by clearly setting out our approach to this 'early start' zone.

Through consultation, we want to capture the public's views early on, before we get into the detail of materials and vegetation types that will ultimately define this mH route. The feedback we receive will enable us to refine the principles and parameters, that will set out our future design and engineering solutions for 2015.

PORTSMOUTH ROAD

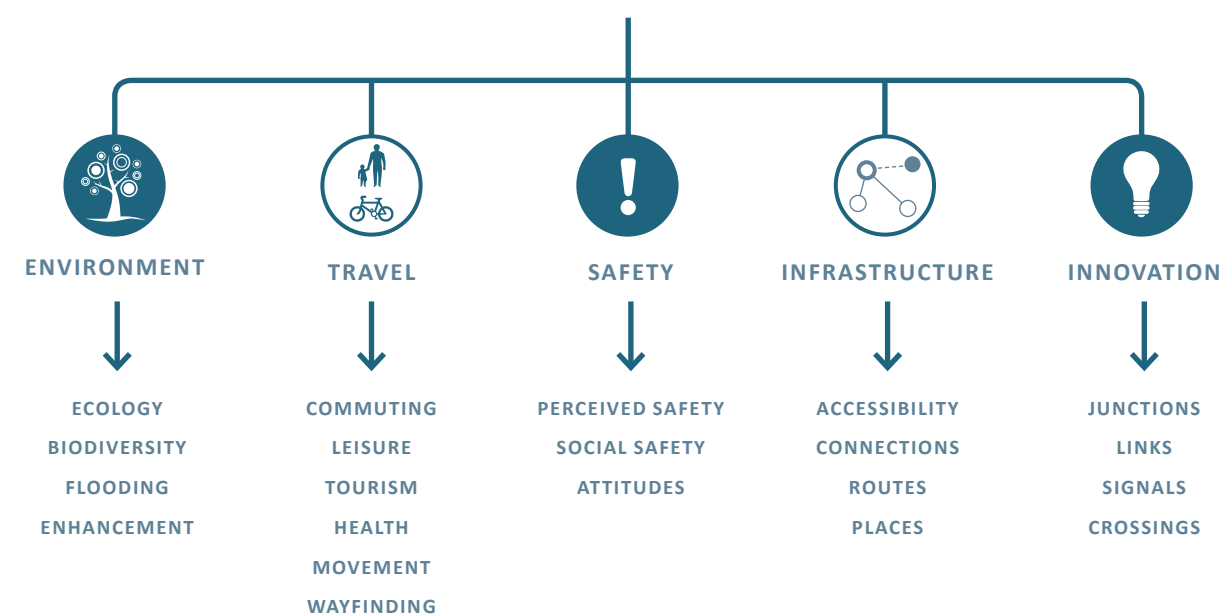


Fig. 1 Portsmouth Road Approach

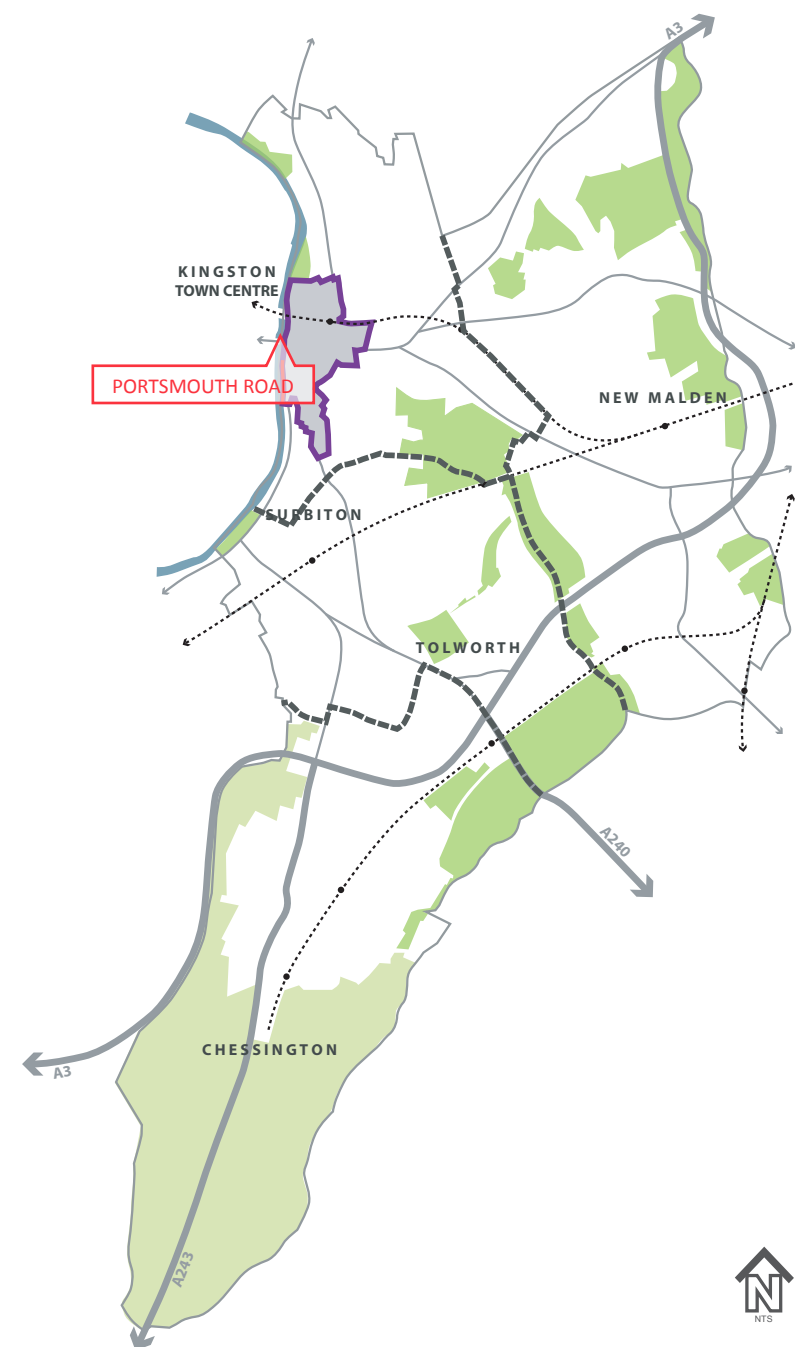


Fig. 2 Borough Map



VISION

Our vision is to encourage people in Kingston to use more sustainable modes of travel, with the aim of increasing the number of people of all ages and from all backgrounds to choose to ride bikes more often, thereby delivering a wide range of economic, social and health benefits.

As Kingston's population and economy grows, the bicycle will perform an increasingly important role as a genuine transport choice that enhances local accessibility to jobs, education, retail, leisure and social activities. This will only be achieved if cycling is perceived as a safe, practical, normal and an accessible option for everyone.

A range of measures is needed to make cycling more attractive, including cycle tracks and lanes along primary roads, ample and secure cycle parking and promotional measures.

Our mH vision for Portsmouth Road is of a transformation in the environment for cycling whilst providing wider benefits for all. As a result of the investment the street will become an even better place for local people and visitors.

Portsmouth Road is a key connection between Kingston town centre and Elmbridge borough. It offers excellent onward connectivity to Surbiton town centre and railway station, the University's halls of residence at Seething Wells and its Penhryn Road campus, local schools and a host of other collectively important destinations.

Initial design feasibility work shows that with carefully considered adjustments to kerbs, traffic lanes and pavements, it is possible to accommodate a mix of clear cycle tracks and mandatory cycle lanes along the length of the street. It is also possible to introduce new crossing points designed for pedestrians and cyclists at certain points along the route that respond to desire lines.

Together, these measures will transform the experience of cycling along Portsmouth Road.

A critical component of the mH programme is to deliver benefits to all road users, not just cyclists. To this end, initial feasibility work shows opportunities to improve pedestrian accessibility along and across the street and to Queens Promenade and the River Thames.

Traffic flows will be improved by carefully positioning features such as bus stops and by removing the need for motorists to make repeated manoeuvres to overtake cyclists.

This document defines ways of enhancing the attractiveness, accessibility and usability of Portsmouth Road and the Queen's Promenade whilst conserving their unique character.

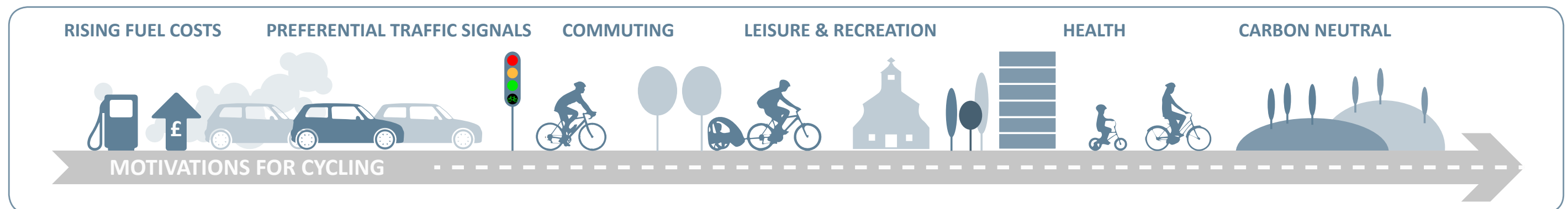


Fig. 3 Motivations for Cycling



CONTEXT

Portsmouth Road connects Elmbridge borough and Kingston Town Centre, following the River Thames. It performs the strategic role of radial collector route for vehicular and cycle traffic between Elmbridge, Surbiton and Kingston town centre.

Running through Surbiton and Kingston Town neighbourhoods, the road already provides an attractive linear gateway to the borough, with glimpses of the river. The adopted Core Strategy proposals map (2012) identifies the route as forming part of the borough sustainable transport network for walking and cycling. The proposals set out in this document supports and fulfils this policy.

Key local destinations are connected via Portsmouth Road and surrounding routes, these include:

- Kingston Town Centre
- Community facilities including places of worship, the Rose Theatre, Queens Promenade
- Surbiton town centre and station
- Surbiton schools
- Seething Wells halls of residence and Kingston University

Kingston proposes to deliver Portsmouth Road as a separate mH link in the wider network that can be implemented independently of other projects.



Fig. 4 Turks Launch site, Queens Promenade



Fig. 5 Ravens Ait, conference and wedding centre

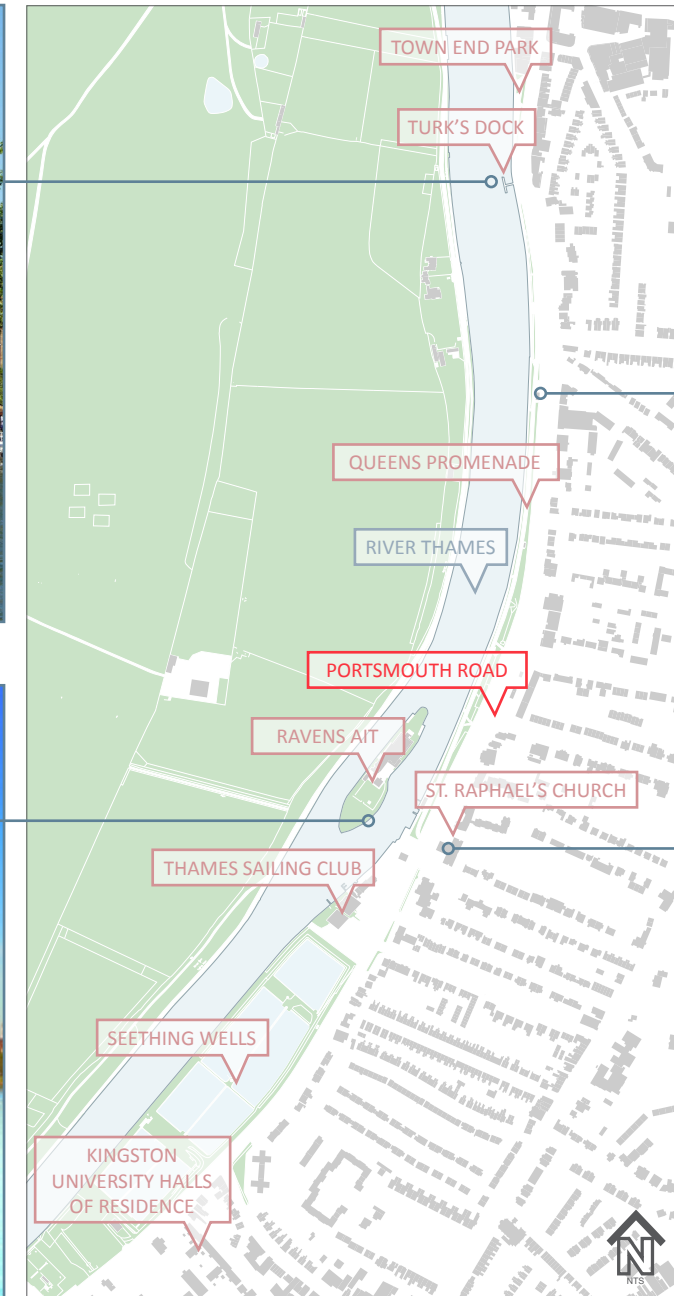


Fig. 6 Existing Activity Nodes, Portsmouth Road



Fig. 7 Local economy : Riverside Cafe



Fig. 8 Views to Queens Promenade and St. Raphael's Church from Home Park, Richmond



Fig. 9 Borough and Neighbourhood Boundaries

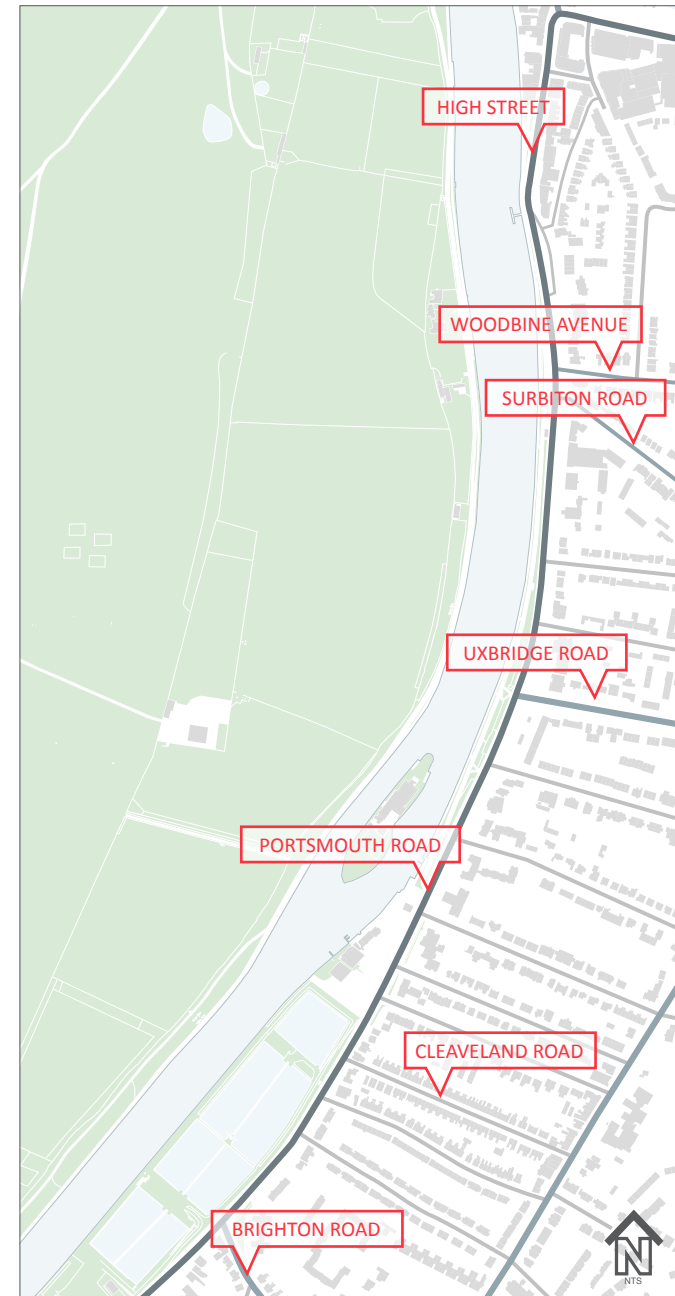


Fig. 10 Street Network



Fig. 11 RBK 2012 Core Strategy : Sustainable Transport Network

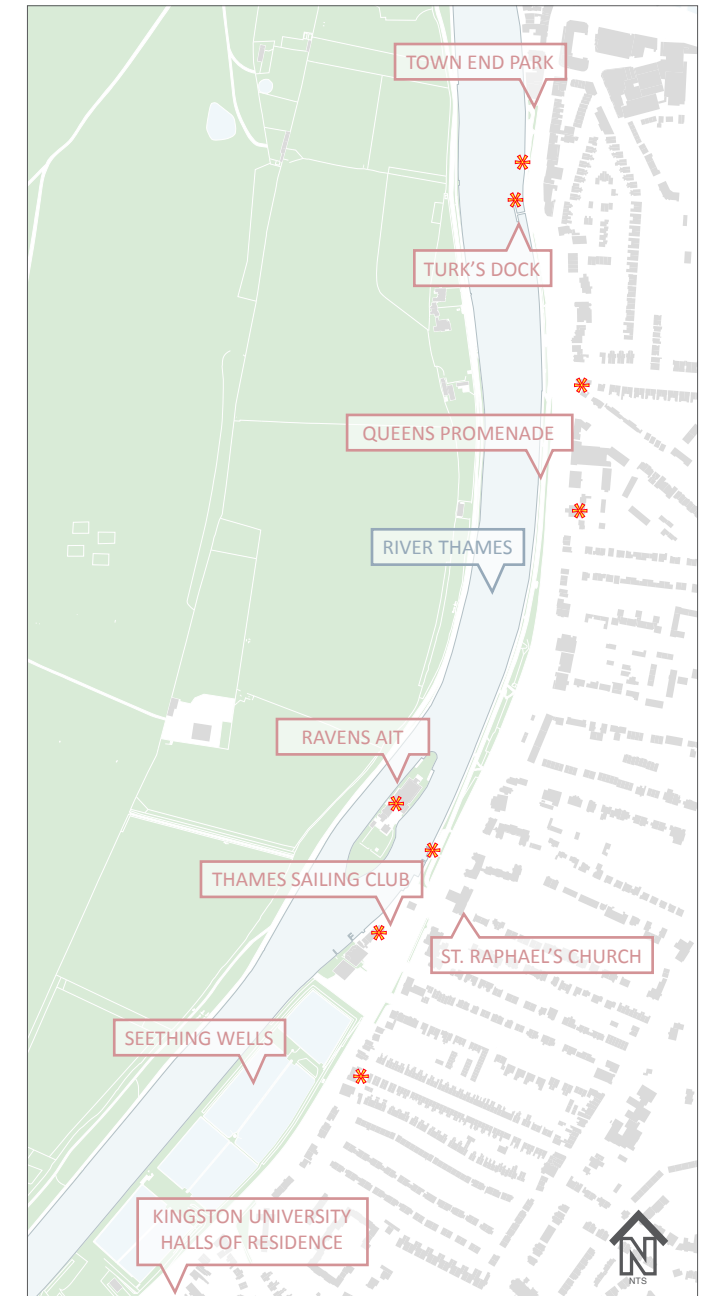
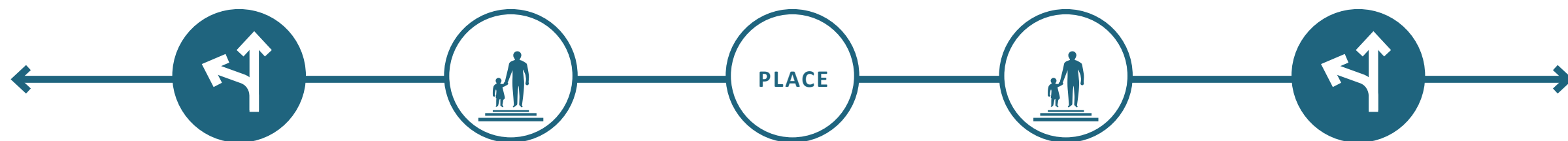


Fig. 12 Local Destinations



FRAMEWORK PRINCIPLES



Portsmouth Road mH programme is a comprehensive environmental improvement scheme that will benefit the wider area, which is beyond a mechanism for supporting a better local cycle network.

A six point plan has been formed to guide a responsive and inclusive framework. This checklist will identify the required components for high quality and consistent design standards for any interventions taken forward along Portsmouth Road. This will ensure that a new and unique route with high emphasis on the 'place' function is created, which responds to its settings.

- **Place-Making & Public Realm**

A route with attractive, diverse, usable open space and routes which are safe, uncluttered, efficient and inclusive for all in society, which promotes urban life in vibrant public spaces where people can interact.

Streets are spaces for social interaction and are a catalyst for integrating communities. Local features

should not just be treated as merely cosmetic or commodity but respected and celebrated to create a – 'spirit of place'.

- **Connectivity**

A route which connects 'places', is easy to get to, move through and promotes accessibility and permeability. Connecting places together, creating/ supporting and reflecting 'desire lines' for movement and integrating the wider infrastructure makes 'walkable' and 'cyclable' neighbourhoods.

- **Diversity, Flexibility & Innovation**

A route that opens up, creating access points to and from the riverside to create variety and choice for a range of users and uses (leisure, tourism, commuting).

A route that is built within a robust and flexible framework can allow for change.

A route which moves away from engineered solutions, hierarchy and standard road types and encourages innovative street layouts which

use locally distinctive, durable and maintainable materials.

- **Legibility & Strong Edges**

Routes, spaces, intersections, built form and landmarks help people to associate with their context, and orientate themselves through their environment.

A route that recognises the importance of way-finding and legibility, especially with regards to the sensory and cognitive perceptions of children, older people and disabled people.

Routes and places should form a network of spaces that provide permeability, accessibility and connectivity to local destinations. Strong edges and defined open space help characterise routes and spaces.

- **Environment & Sustainability**

A route that uses landscape positively to soften the built environment that incorporate local microclimate, environmental conditions,

biodiversity and hydrology through a series of connected and distinct habitats - responding to the River Thames and Portsmouth Road's indigenous character and is sensitive to local flora and fauna, mitigating local flooding and air quality issues.

- **Safer Places**

A route that supports its users, putting pedestrians first, delivering a route which is overlooked, comfortable and safe for all types of users.

A route which promotes an inclusive environment that recognises the diverse needs of people of all ages and abilities.



INTERVENTIONS : JUNCTION & CROSSING TYPOLOGIES

Kingston mH provides an unrivalled opportunity to enhance the attractiveness of Portsmouth Road and its role as a gateway to the borough. The proposals seek to benefit all road users, with particular enhancements to better support cycling within the area. The proposals incorporate:

- Mandatory cycle lanes 1.5-2.0m wide
- Lightly and fully-segregated cycle tracks 1.5-2.0m wide
- Junction treatments that will reduce the size of junctions to slow motor vehicle turning speeds and give more priority to pedestrians and cyclists. These include raised tables at the junction mouths level with the footways and tighter junction corner radii
- Additional zebra crossings making it easier for pedestrians and cyclists to cross the main road, also reducing traffic speeds
- New and improved access points to Queen's Walk for pedestrians including a new ramp at Turk's Wharf
- Repositioned bus stops to improve accessibility to them in relation to crossings
- Landscape treatments at key locations to enhance the riverside and deal with local flooding issues
- Treatments to naturally reduce existing traffic speeds



Fig. 13 Existing Junctions, crossings and bus network

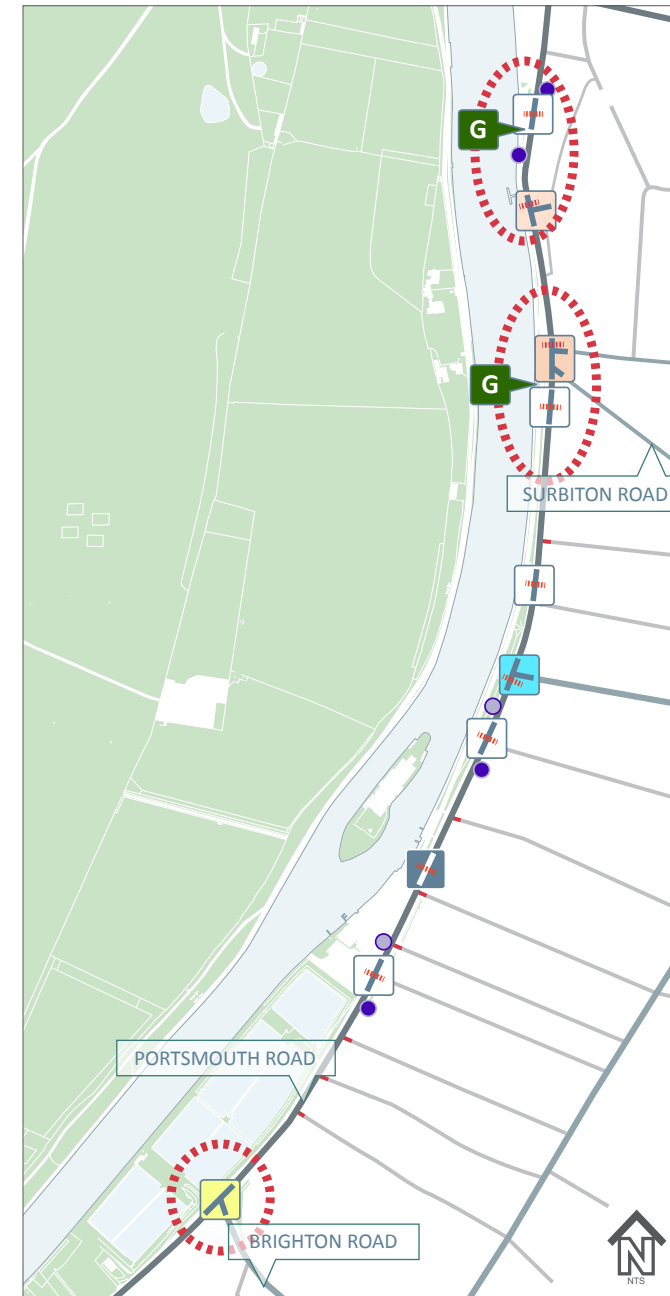


Fig. 14 Proposed Interventions Plan

LEGEND

- Primary Route
- Secondary Route (Connectors)
- Residential Street
- Raised Tables at Junctions
- Existing Bus Stop
- New Bus Stop Position
- Junction Treatment :
New Pelican Crossing
Signal Change
Tighter Junction Corner Radii
- Junction Treatment :
Table Crossing
Signal Change
Tighter Junction Corner Radii
- Junction Treatment :
Tighter Junction Corner Radii
Zebra Crossing
- Environmental Enhancement :
Open Space Maintenance
Improve Accessibility, Views & Vistas
Sustainable Urban Drainage System
- Threshold Treatment :
Speed Management
Table Platform
Sense of Arrival/ Destination
Link to Public Open Space
Centre Line Removal
- Break Point :
New/ Realigned Crossing
Sense of Arrival/ Destination
Link to Amenities
- Existing Break Point :
Zebra Crossing



INTERVENTIONS : LOCATIONS



Fig. 15 Intervention Area C

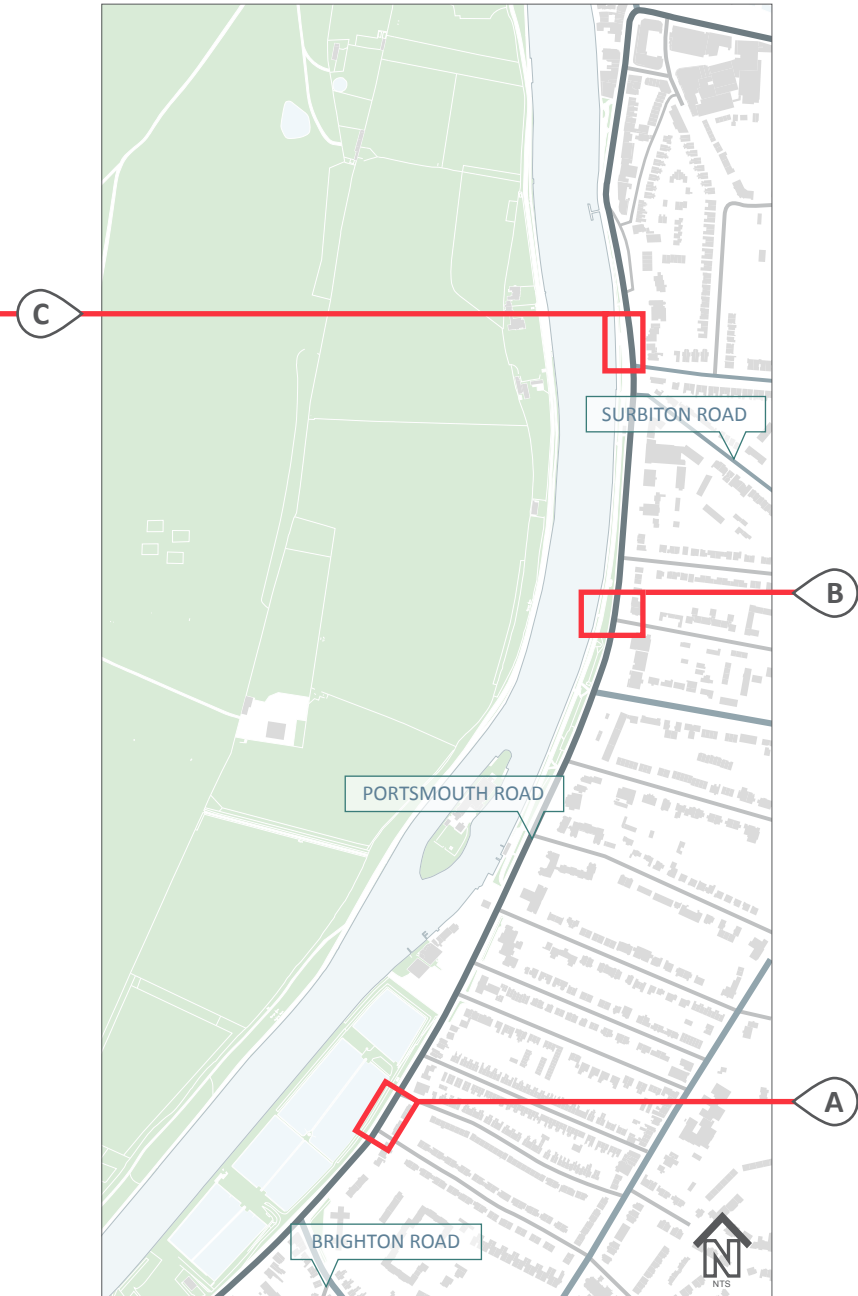


Fig. 16 Location Plan



Fig. 17 Intervention Area B



Fig. 18 Intervention Area A



INTERVENTIONS : CYCLEWAY TYPOLOGIES

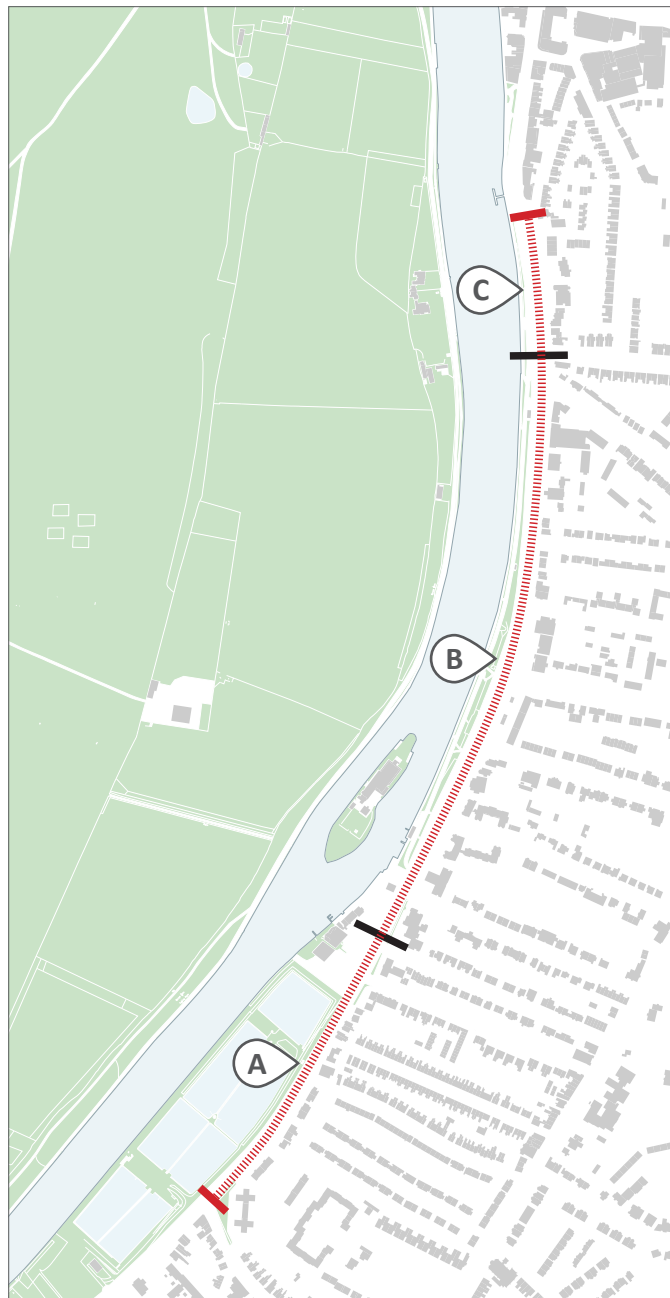


Fig. 19 Proposed Cycleway Typologies Location Plan

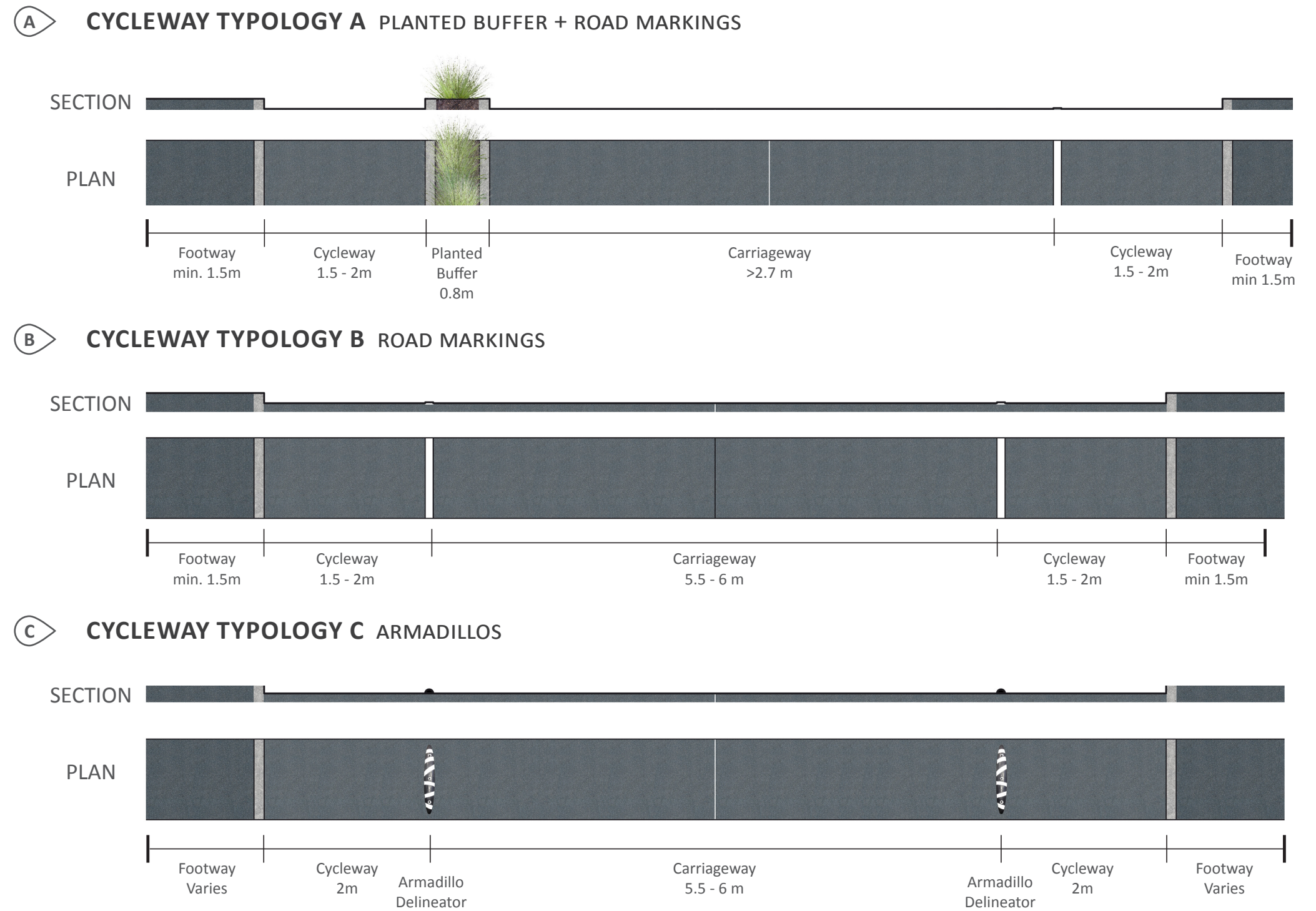


Fig. 20 Typical Proposed Cycleway Typologies Plan and Sections



INTERVENTION A

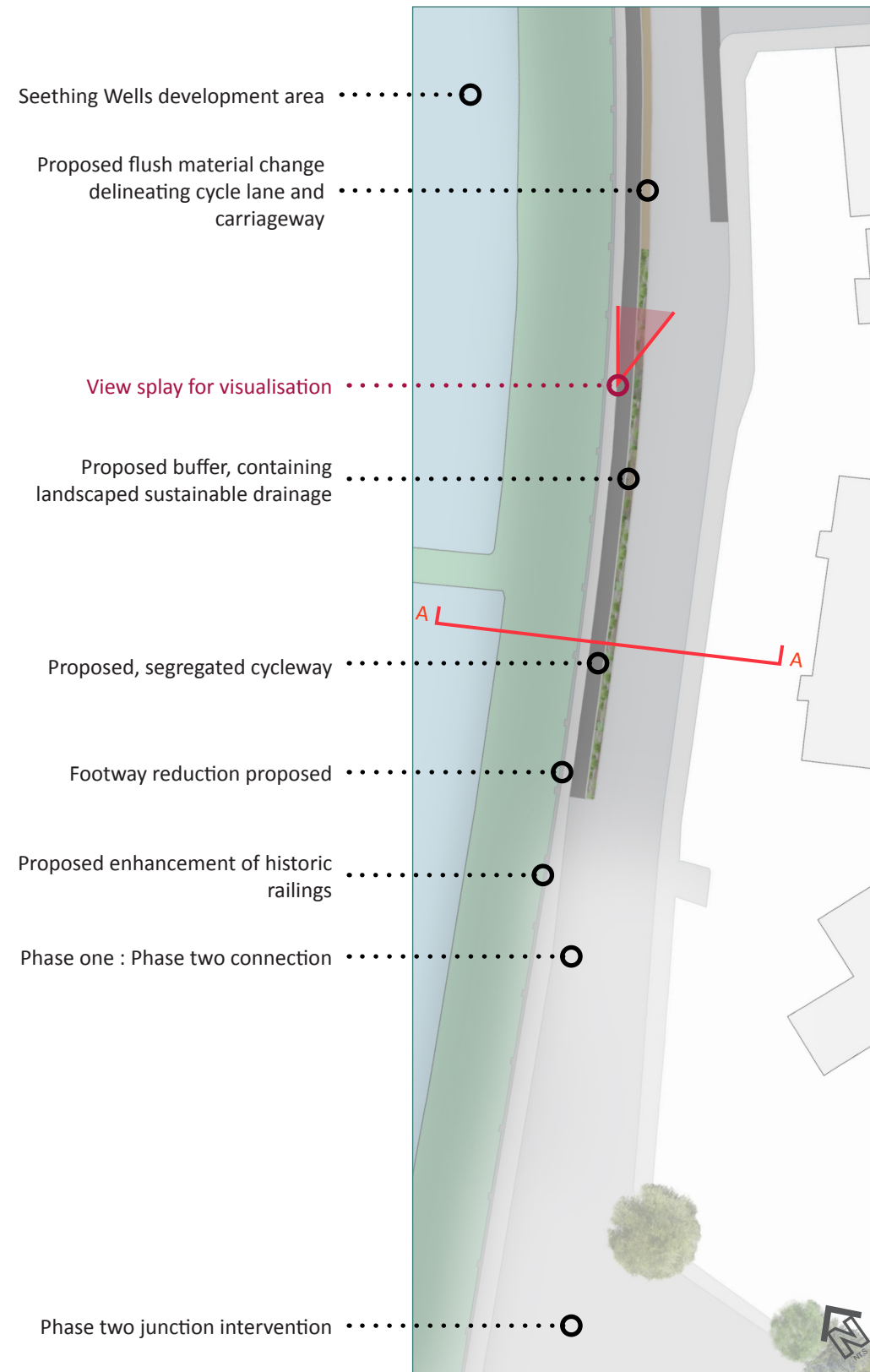


Fig. 21 Illustrative Plan



Fig. 22 Existing view Portsmouth Road looking north towards Kingston Town Centre



Fig. 23 Illustrative Visualisation of Interventions : view Portsmouth Road looking north towards Kingston Town Centre

Intervention A Proposal:

The conflict between cyclists and motorised vehicles is unpleasant along this section due to the wide carriageway space, allowing vehicles to undertake vehicles waiting to turn into the side streets at speed leading to conflicts with cyclists.

This section allows cyclists to enjoy a segregated lane with a buffer containing wildflower planting and grasses capturing storm-water run-off from the carriageway level to support the reduction of local flood risk and provide this section of Portsmouth Road with a unique street character.

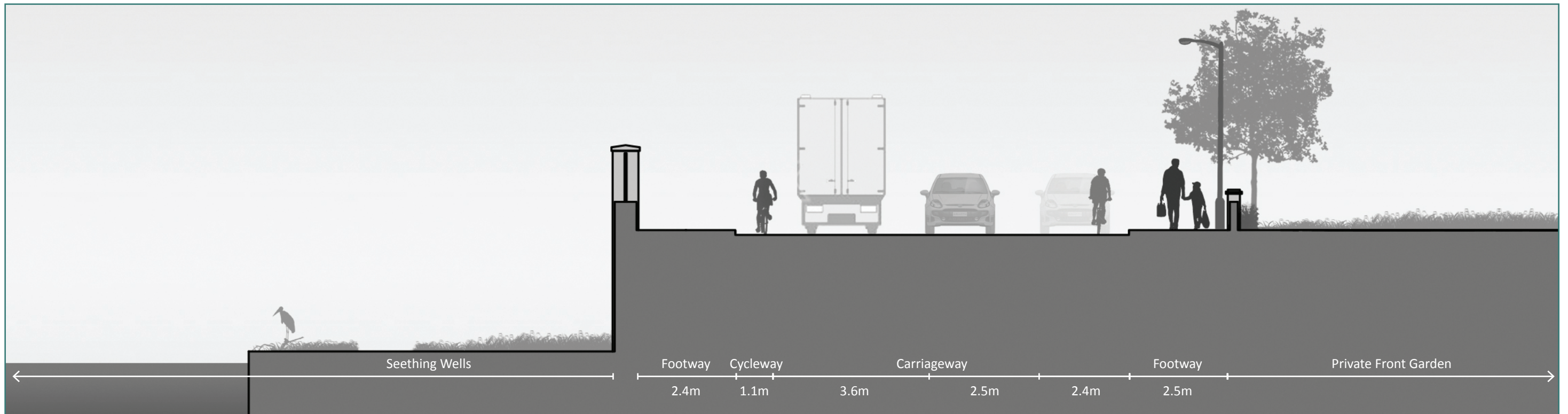


Fig. 24 Existing Section A-A

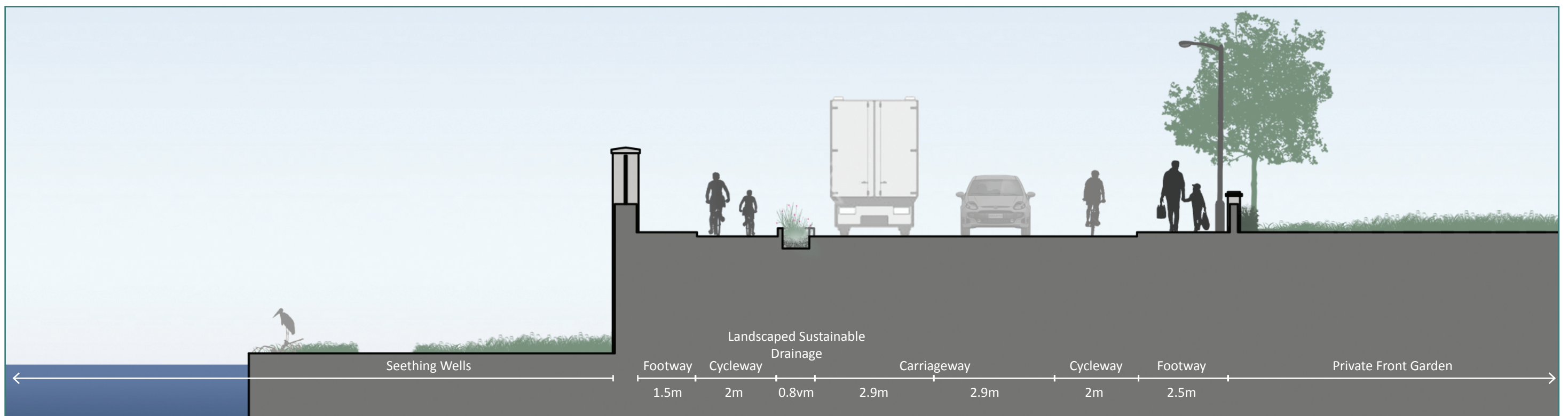


Fig. 25 Illustrative Section A-A



INTERVENTION B

Intervention B Proposal:

The existing carriageway at this location is narrow and cyclists feel particularly vulnerable when vehicles overtake.

Pedestrian flows on the western footway are low due to the lack of connections to the riverside.

The proposed new interventions include a new pedestrian crossing and access point to the Queens Promenade offering a comfortable decent to the riverside walk and opening up views through to the Thames from Portsmouth Road. Wider cycle lanes are made possible through realigning a section of footway just north of the proposed access point to deliver the safer cycle facility.

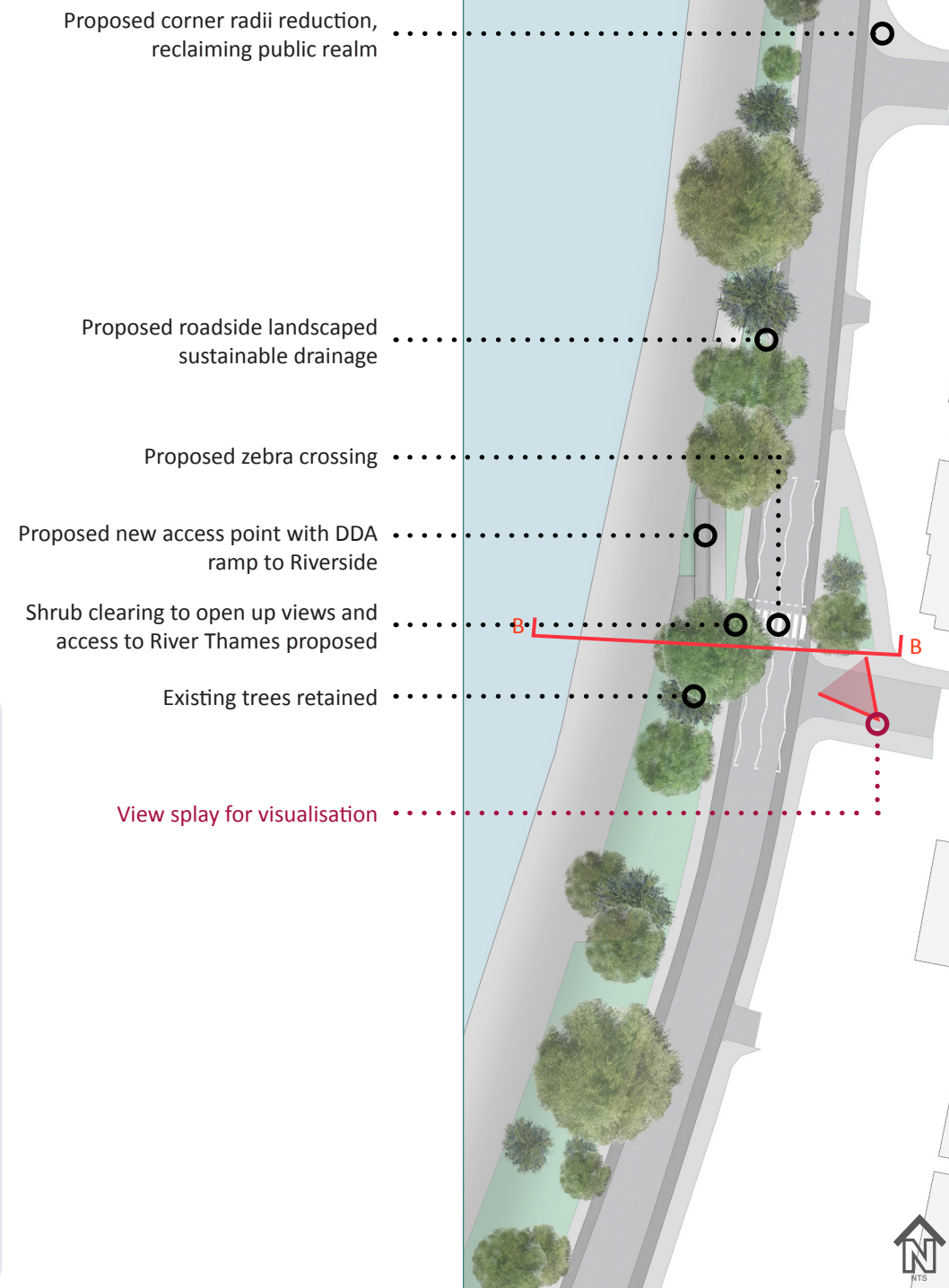


Fig. 26 Illustrative Plan



Fig. 27 Existing view from Anglesea Road onto Portsmouth Road



Fig. 28 Illustrative Visualisation of Interventions : view from Anglesea Road onto Portsmouth Road

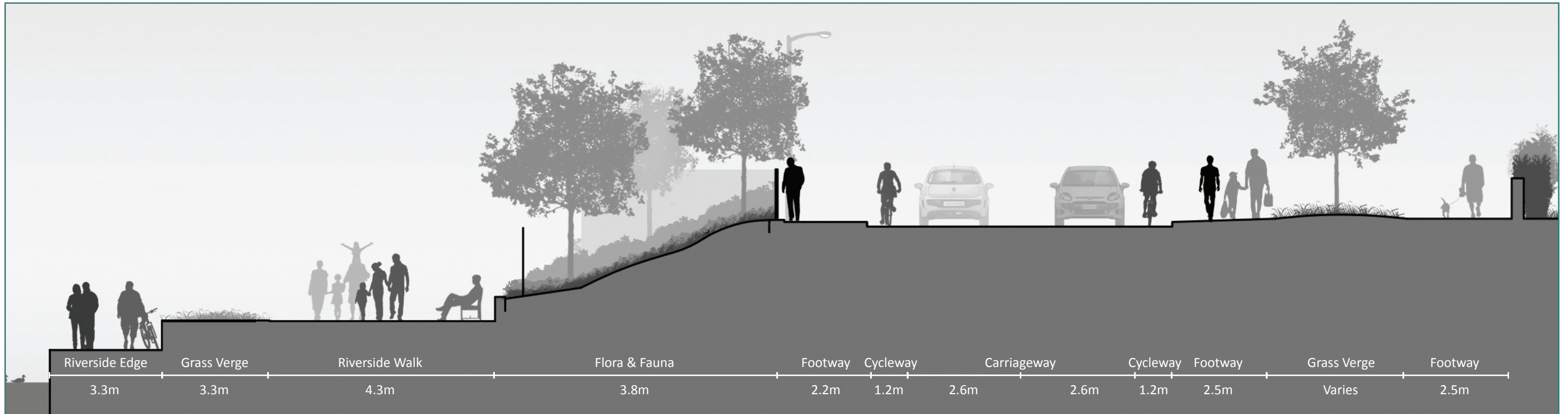


Fig. 29 Existing Section B-B

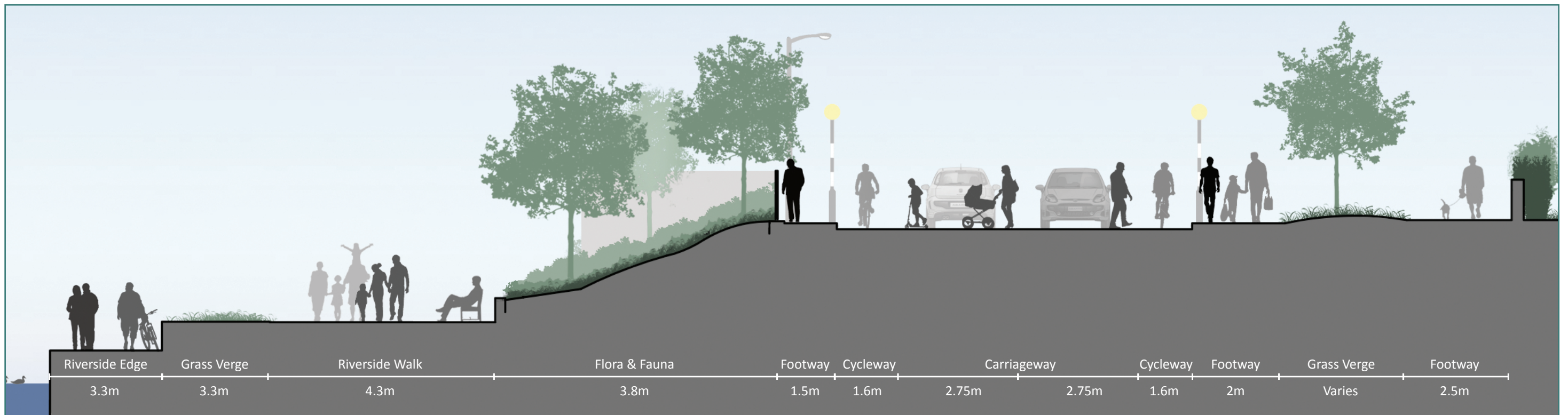


Fig. 30 Illustrative Section B-B



INTERVENTION C

Intervention C Proposal:

The existing environment for cyclists and pedestrians is not particularly pleasant due to the dominance of motorised vehicles on Portsmouth Road and the close proximity of vehicle turning movements at the junctions of Surbiton Road and Woodbines Avenue.

Portsmouth Road is part of national cycle route 3 and the lack of cycle crossings causes a severance with the local side streets. Connections to the riverside are poor due to overgrown bushes and low hanging branches.

The proposed realignment of the footway to accommodate the interventions, allows opportunity to improve and open up connections to the Queens Promenade maximising a high quality public space creating a pleasant journey for pedestrians and cyclists. The removal of existing clutter will enable new street furniture to be installed and generous tree pits to ensure the longevity of established trees.

The proposed new interventions include wider cycle lanes, raised crossing areas, pedestrian/ cycle crossings, new landscaped areas, new steps and ramp to the riverside and bus stops will be made DDA compliant.

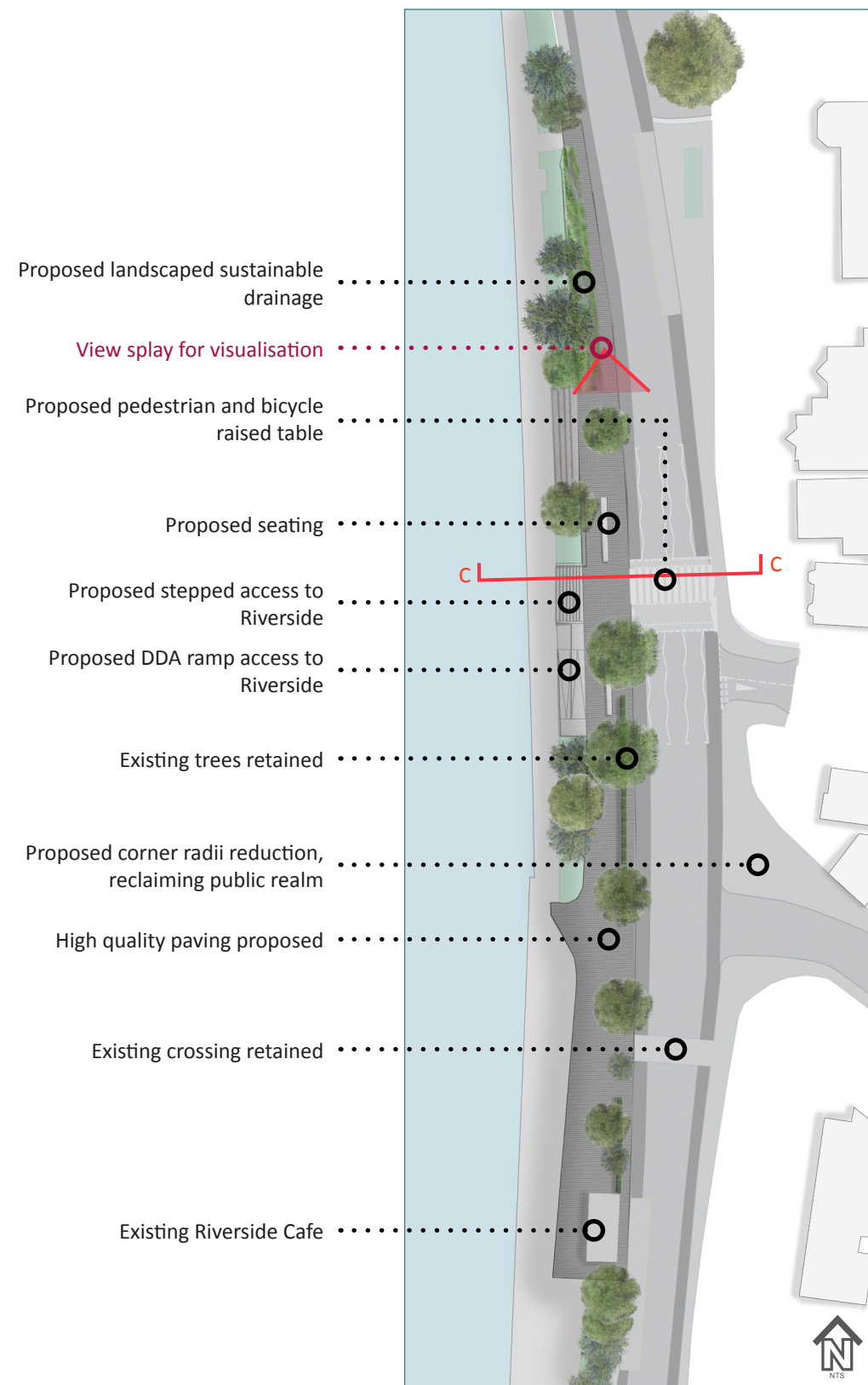


Fig. 31 Illustrative Plan



Fig. 32 Existing view Portsmouth Road looking south towards Seething Wells



Fig. 33 Illustrative Visualisation of Interventions : Portsmouth Road looking south towards Seething Wells

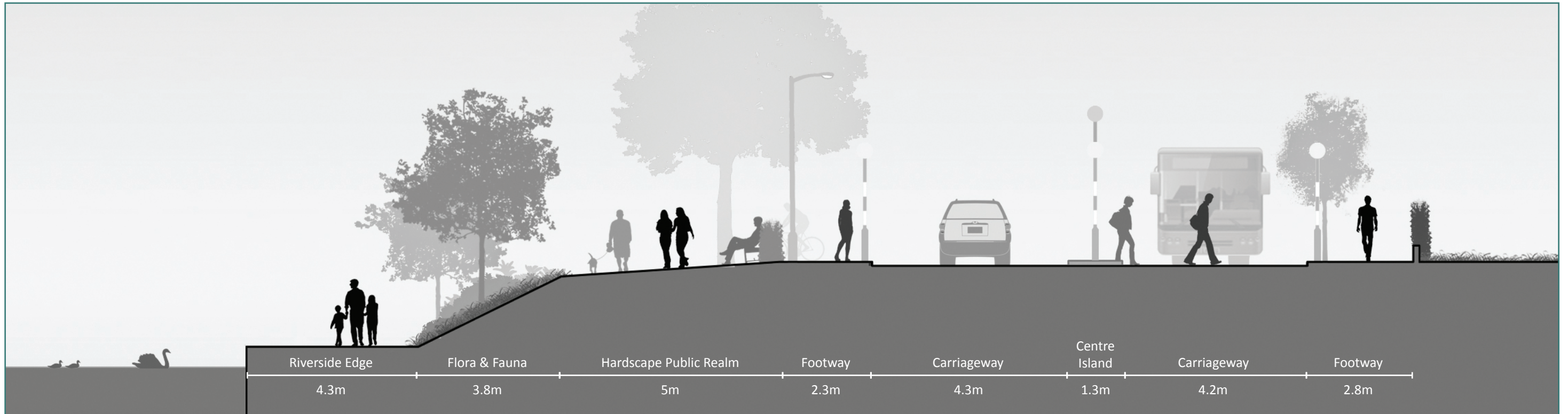


Fig. 34 Existing Section C-C

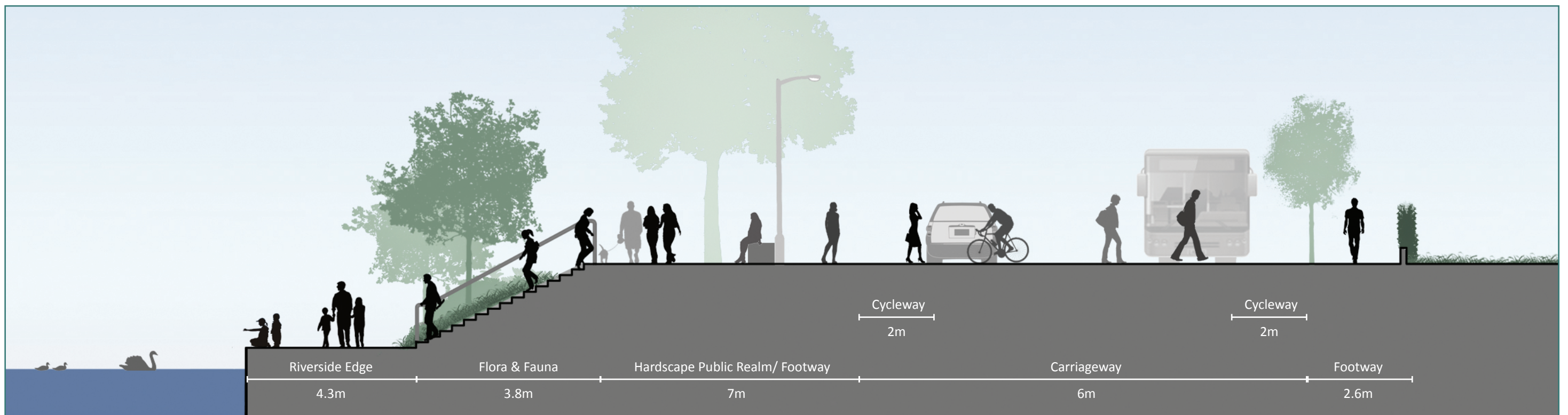


Fig. 35 Illustrative Section C-C