

Total AI for this POI is 21.03.

PTAL Rating is 5.

Appendix D

Pedestrian Environment Review (PER)

**Twickenham Station
Twickenham
London**

Pedestrian Environment Review

February 2011

**Twickenham Station
Twickenham
London**

Pedestrian Environment Review

February 2011

Project Code: solumtwickenham.1
Prepared by: Harvey Smart
Position: Transport Planner
Approved by: Ian Mitchell
Issue Date: February 2011
Status: FINAL

**Twickenham Station, Twickenham, London
Pedestrian Environment Review**

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1. INTRODUCTION

- 1.1 This Note has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.
- 1.2 A review of the immediate pedestrian environment has been undertaken based upon the TfL - PERS (Pedestrian Environment Review System)
- 1.3 The review has looked at a catchment area around the Twickenham site and is shown below in Figure 1.

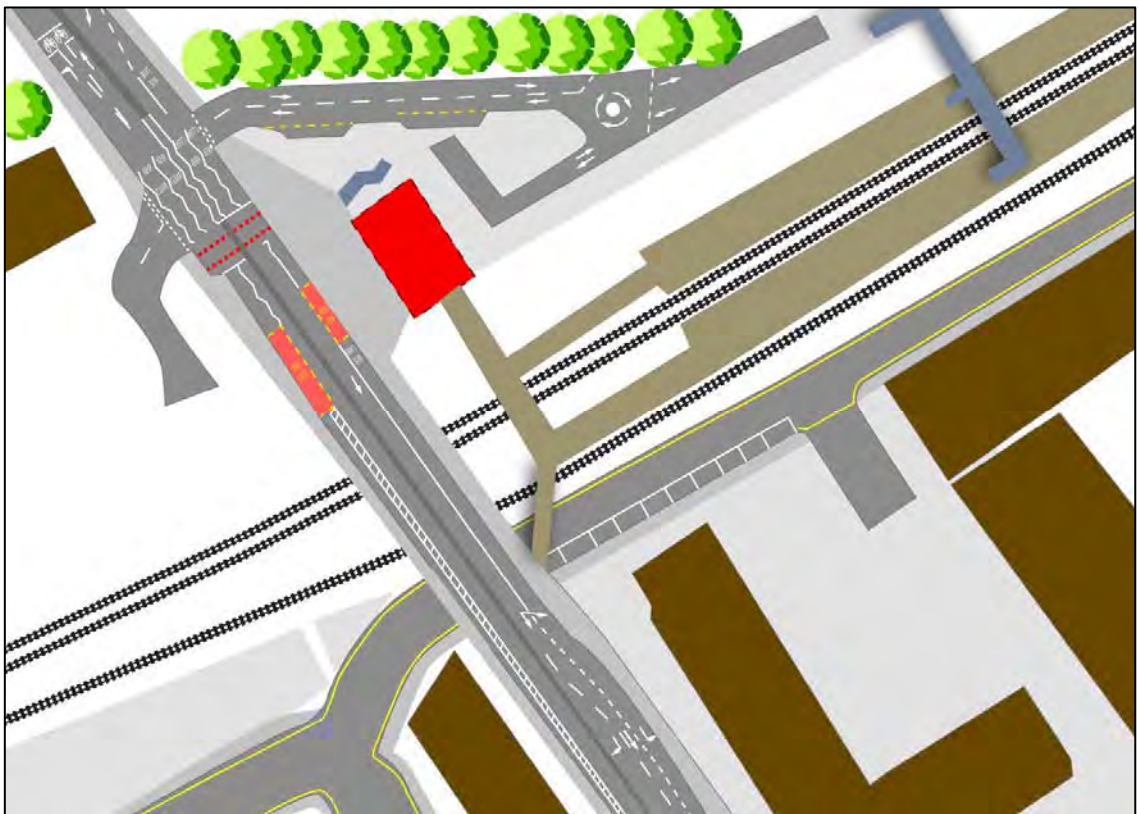


Figure 1: Twickenham Review Catchment Area

1.4 In accordance with the TfL's PERS system we have considered a qualitative review of the following criteria:

- (i) Links
- (ii) Crossings
- (iii) Routes
- (iv) Public Transport Waiting Areas
- (v) Interchange Spaces
- (vi) Public Spaces

2. RESULTS OF REVIEW

2.1 Fig 2 shows the results of the review of the existing area surrounding the station.



Figure 2: Result of Review of the Existing Catchment Area



Figure 3: Result of Review of the Existing Catchment Area on a Match Day

2.2 In particular the review notes:

- (i) The pedestrian crossing does not directly line up with the Stations main entrance
- (ii) Kiss & Ride and Taxi rank and parking is not easily accessible
- (iii) Queuing capacity in the front of the main entrance is low

3. PROPOSALS

3.1 It is proposed to improve all aspects identified in the review to level 3 as shown below in Figures 4 and 5.

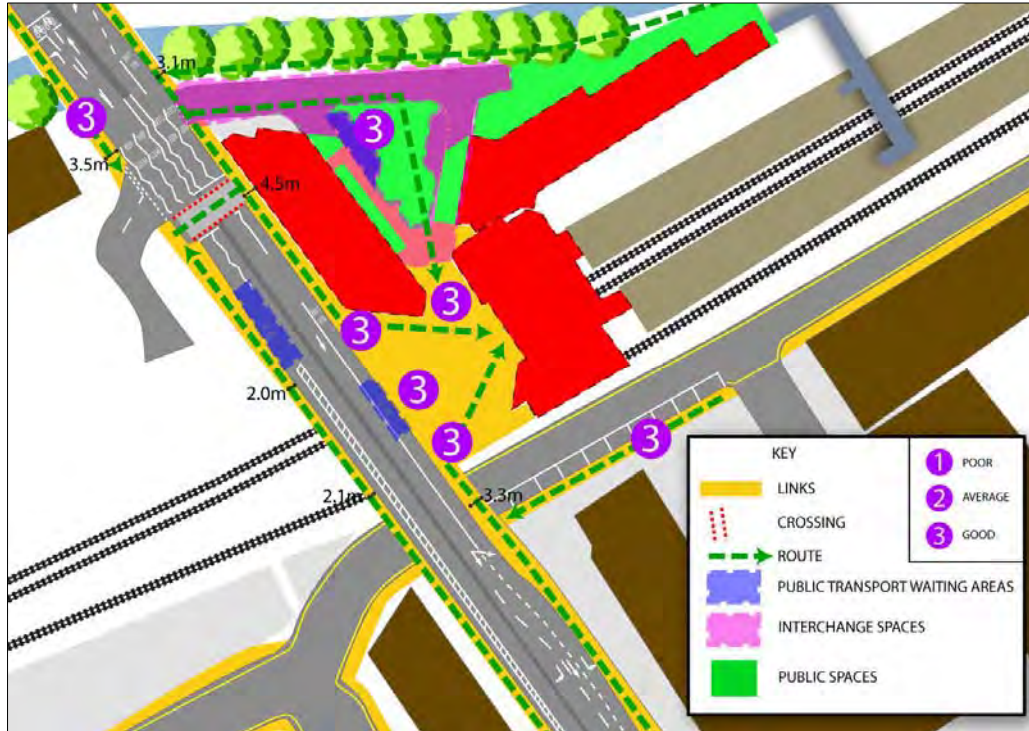


Figure 4: Result of Review of the Proposed Catchment Area for Twickenham

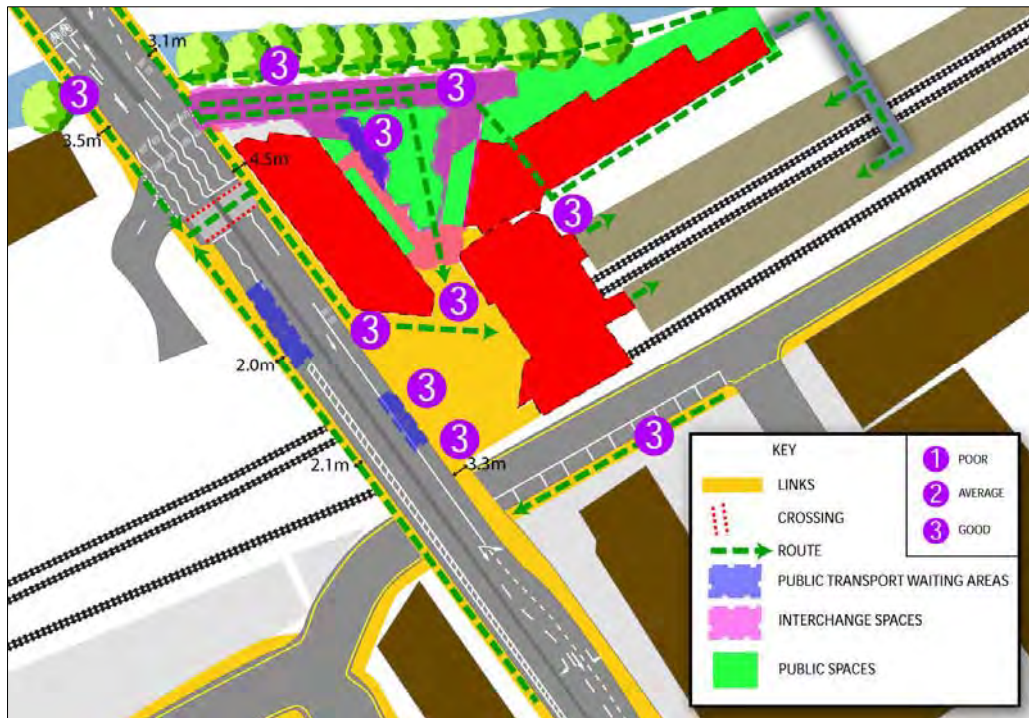


Figure 5: Result of Review of the Proposed Catchment Area on a Match Day

3.2 Proposals to improve pedestrian access and movements at Twickenham are listed in Table 1 below.

DESCRIPTION	IMPROVEMENT
No existing public space at the station	New public space outside of the station, along with small retail units proposed. New footpath along the River Crane from the station to Moor Mead Park.
Kiss and ride and Taxi rank is not easily accessible	To re position Taxi rank and Kiss & ride around a central island enabling vehicles to drop off and exit easily
Queuing capacity in the front of the main entrance is low	The proposed new development provides an increase total of 27% of area over the existing provision.

Table 1: Proposals to Improve the Pedestrian Environment

4. CONCLUSIONS

4.1 Our conclusions drawn from our review of the immediate pedestrian environment were that:

- (i) Kiss & Ride and Taxi rank and parking is not easily accessible;
- (ii) Queuing capacity in the front of the main entrance is low; and
- (iii) The Pedestrian Crossing is in a good accessible location adjacent to wide footpaths.

4.2 Our proposals are :

- (i) Re-positioning of the Kiss & Ride and Taxi Rank facilities around a central island, enabling vehicles to drop off and exit easily, with full accessibility by mobility impaired users;
- (ii) Greater pedestrian space outside of the station to allow a better queue management at the station on match days;
- (iii) New public open space at the station; and
- (iv) New route along the River Crane from the station to Moor Mead Gardens.

Appendix E

Plans

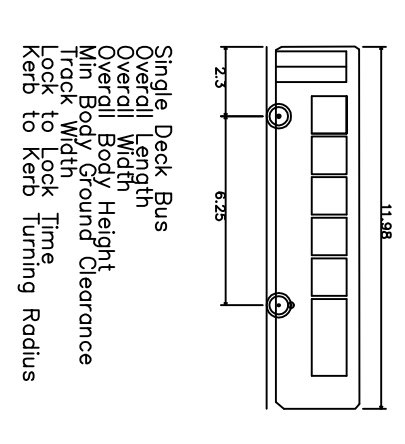
SOLUM.TWICKENHAM-HIGHWAYS.1

SRG-TWICKENHAM-TRACKS.1

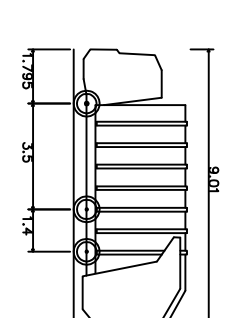
SOLUM.TWICKENHAM-TRACKS.1



KEY



Single Deck Bus
Overall Length 11.80m
Overall Width 2.5m
Wheel Base 7.0m
Wheel Track 1.8m
Lock Width 1.4m
Kerb to Kerb Turning Radius 10.368m



Medium Refuse Vehicle (3 axle)
Overall Length 9.01m
Overall Width 2.44m
Wheel Base 3.5m
Wheel Track 1.8m
Lock Width 1.4m
Kerb to Kerb Turning Radius 8.200m

rev.	amendment	checked	date



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client
SOLIM REGENERATION

project
TWICKENHAM STATION

scale 1:200 @ A1
drawn by HS
checked by JM
date SEPT 2010
cad file MASTER.DWG

title
**TWICKENHAM STATION
RAIL REPLACEMENT BUS & SERVICING TRACKS
(FEB/MARCH APPLICATION)**

drawing number
SRG-TWICKENHAM-TRACKS.1

rev.
B

This plan is intended for Client's use only and is not to be used for any other purpose. It is the responsibility of the Client to ensure that the plan is used in accordance with the terms and conditions of the contract and any applicable legislation. The Client is advised to seek professional advice before using this plan for any other purpose.

Appendix F

Car Parking Management Plan

**Twickenham Station,
Twickenham**

**Car Parking
Management Plan**

February 2011

**Twickenham Station,
Twickenham**

**Car Parking
Management Plan**

February 2011

Final

Project Code:	solumtwickenham.1
Prepared by:	Rebecca Hobbs
Position:	Travel Planner
Approved by:	Ian Mitchell
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**Twickenham Station, Twickenham
Car Parking Management Plan**

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1. INTRODUCTION

- 1.1 This Note has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.
- 1.2 The aim of this note is to provide a plan on how the car parking for the development will be managed. In particular we look at;
- In Section 2: The parking for the development
 - In Section 3: The proposed car parking management plan.
- 1.3 This note provides details of the proposed car park management plan that would be implemented at the site following the regeneration of the station and provides a full detailed explanation of the aspects of the car parking for the development.

2. PARKING PROVISION

2.1 This section of the note sets out the proposed parking allocation for the development, particularly;

- (i) Rail Users
- (ii) Station Staff Users
- (iii) Residents Uses
- (iv) Taxis Uses

2.2 The proposed parking area for the station will be at lower ground level, with lift and stair access to the station. The station will have 41 spaces within the development site, which includes for 3 disabled residential parking, 3 disabled TOC parking, 3 active Electric Vehicle Charging Points for the TOC and three Car Club spaces. For commuters at the station, the proposals include for 35 car parking spaces on site with the remaining 9 spaces to be provided on the Station Yard site, unless a reduction can be agreed with the TOC.

(i) Rail Users

2.3 There will be 35 spaces on site for commuters, including 3 disabled parking spaces, with the remaining 9 to be provided on the Station Yard site, unless a reduction can be agreed with the TOC. There is an increase in disabled parking for commuters in line with the increase in the stations accessibility.

(ii) Station Staff Users

2.4 There will be provision for station staff, which will be in line with the existing provision at the station.

(iii) Residential Uses

2.5 The residential element of the development will be car free, in line with the London Richmond upon Thames UDP, excepting the provision of Disabled Parking spaces. There will be 3 allocated disabled parking spaces for the residential element of the scheme. The proposals also include for 3 car club spaces to be provided which will form part of an existing car club network.

2.6 The Travel Plan, which will form an Obligation of the development, will contain a commitment that the Station Car Park is not marketed as an available local car park, but agreements may be formed with other local car park operators.

2.7 There will also be monitoring of the surrounding residential roads to ensure that there is not an impact on residential parking.

2.8 The different spaces allocated for the different users are shown in Figure 1.

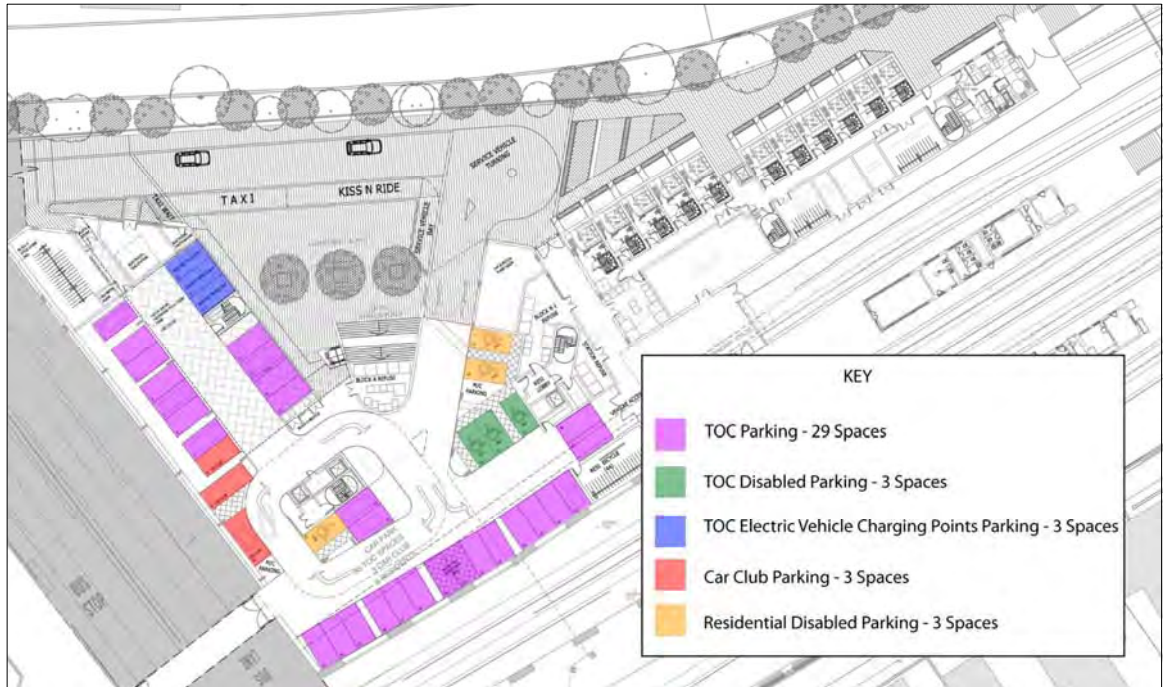


Figure 1: Proposed Car Park Layout.

(iv) Taxi Uses and Kiss & Ride

2.9 The proposals include for a lay-by within the station interchange for taxis, which provides space for approximately 3 taxis, in line with the existing provision.

2.10 There will also be a night time taxi rank on the station forecourt in front of the station. This will be restricted to use between 8pm and 2am.

2.11 For Kiss & Ride, a separate area will be located within the station interchange for people being dropped off at the station. The lay-by will provide space for approximately 3 cars at one time.

3. PROPOSED CAR PARKING MANAGEMENT

3.1 This Car Park Management Plan will be implemented by or on behalf of the station, in order to ensure that parking regulations are met and the allocations of the parking spaces are adhered to.

3.2 As stated in the previous section, the parking allocation is as follows;

- Rail users – 35 on site, 9 on the Station Yard site, unless a reduction can be agreed with the TOC.
- Station Staff Users – in line with the existing provision
- Residents – 0, except for 3 disabled parking bays
- Car Club – 3 spaces
- Taxi Uses – 3 spaces (interchange)
- Kiss & Ride – 3 spaces (interchange)

3.3 This section sets out;

- (i) The management objectives and enforcement
- (ii) Car park opening hours and access control
- (iii) Enforcement and parking allocation
- (iv) Review and monitoring

3.4 These are discussed in more detail in the following paragraphs.

(i) Management Plan Objectives and Enforcement

3.5 The objective of the parking management is to ensure that vehicles are parking in the correct place, as allocated, and to ensure that permanent parking is provided for staff, taxis and rail users of the development.

3.6 The taxi lay-by on the station forecourt will be restricted to use between the hours of 8pm-2am. This will be clearly marked, and will be subject to enforcement.

3.7 The station will investigate using a third party to deal with offenders of the parking system. Appropriate signs will need to be displayed to warn potential offenders of the consequences of parking without a valid permit or parking ticket.

3.8 Parking will not be permitted outside of marked bays.

3.9 Monitoring of the residential parking in the area to ensure that there are no impacts as a result of the development will take place. This is set out in point (iv).

(ii) Car park opening hours and access control

3.10 The development car park will be open 24 hours a day to allow access to residents Disabled Parking Bays and the Taxi bays.

3.11 Opening times for the car park will be clearly displayed.

(iii) Parking Policy

3.12 The employees will be issued with a parking permit and will be shown the areas that they can park in. The residents with the Disabled Parking Bays will also be issued with a permit to display, alongside their Blue Badge, in the front of their windscreen.

3.13 The spaces for the rail users will be on a first come first serve basis, as it is at the moment. The charges for rail users will be as they are at present.

3.14 Occasional parking beats will be undertaken, to ensure that all vehicles have a valid ticket/ permit on display. All parking will be subject to enforcement.

(iv) Review and Monitoring

3.15 The car park management system will be subject review, should it become apparent that the management objectives are not being successfully met. The review will consider changing the system as necessary.

3.16 To ensure that there is no impact on parking in the surrounding roads as a result of the development, monitoring surveys will be undertaken. A survey will be undertaken prior to occupation of the development, in line with the survey outlined in Appendix G to the Transport Statement.

3.17 A following survey will be undertaken within 6 months of the first occupation and on an annual basis for a further 2 years to confirm the level of parking on the surrounding road network.

3.18 The results of the surveys will be presented to the Council and discussed at a review meeting. The car parking management Plan includes for a fund to be available should any issues arise from the Car Parking Surveys.

3.19 For the station car park, surveys are included in the monitoring of the Travel Plans for the development.

- 3.20 It is proposed that, should any adjustment be made to the car park management plan at any stage of the review; the scheme should be reviewed after the adjustments have been made. Thereafter, the management of the car park will be reviewed at any time that it is necessary to ensure that the management objectives are met.

Appendix G

Delivery and Servicing Plan

**Twickenham Station,
Twickenham**

Delivery and Servicing Plan

February 2011

**Twickenham Station,
Twickenham**

Delivery and Servicing Plan

February 2011

Project Code:	solumtwickenham.1
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