

**Twickenham Station,
Twickenham**

**Addendum Note to the Transport
Statement and the Transport
Environmental Chapter**

1. TRANSPORT STATEMENT AND TRANSPORT ENVIRONMENTAL CHAPTER ADDENDUM NOTE

1.1 This Addendum Note has been prepared to respond to the London Borough of Richmond upon Thames' EIA Regulation 19 Request, in relation to the proposed development at Twickenham Station.

1.2 In relation to Transport, the EIA Regulation 19 Request stated;

1. *The Capita Symonds pedestrian information for the station in Appendix B is from 2007 and more up to date information is required in this respect.*
2. *Similarly the car park accumulation count is dated from 2007 and more up to date information in this respect is required.*
3. *With regard to the programme of implementation, the construction method statement and the construction logistics plan do not provide this detail. Fig.37 in the main Transport Assessment is a diagram showing the podium construction only and some details appear here about possessions and time frame. This plan is already out of date as February 2011 is detailed as the start of London Road footway closures. The footway closure area is also shown incorrectly although changes are shown in the addendum*
4. *The submitted documents rely on pre-commencement conditions to provide the detail on all activities involved in construction, demolition, traffic movements etc. With this in mind some detail is described such as fire brigade access during the closure of Mary's Terrace but in the main there is a reliance on conditions to provide full information.*
5. *There is no discussion on use of alternative modes of transport such as rail for removal or delivery of construction materials.*

1.3 As a general point the most recent publically available data survey by the rail industry is the National Rail Travel Survey 2008.

1.4 Considering each point in turn in the following paragraphs.

Point 1

1.5 The 2007 Capita Symonds Data was used as base data to calculate the station sizing requirements for the design of the station. This applied a growth factor to allow for passenger growth up to the year 2030. This was used to size;

- The Concourse Area Required
- The Number of UTS gates required
- The Stairway Widths Required

- The Footbridge Widths Required
 - The Platform Widths Required
- 1.6 The Capita Symonds Data was used as a base for which growth factors were applied in projecting the passenger growth for the year 2030, in order to size the station. In fact there are tolerances on the growth relation to sizing the station, and therefore, updated information would not change the outcome.
- 1.7 The passenger data used in the TS and ES was National Rail Travel Survey (NRTS) Data, from 2008. In respect of the NRTS data we have endeavoured to source up-to-date data, however, the 2008 data is the most recent data available.
- 1.8 The NRTS data was used for the analysis of the existing Modal Share of the station, which led to the design of the station interchange. The data showed that the majority of trips to the station were on foot, with over 70% of people using this mode, which is the reason why the Master Plan provides a substantial improvement to the pedestrian area outside of the station.
- 1.9 The data that was used to project the proposed modal share for the residential element of the station was from the TRAVL database.

Point 2

- 1.10 The Capita Symonds car parking accumulation data was used to understand the capacity at the station, which showed that the station car park was at capacity throughout the day.
- 1.11 Further to the 2007 data, throughout 2010 and 2011, numerous on-site observations have also shown that the car park is still at capacity throughout the day.
- 1.12 Therefore, although the data is four years old, recent on site observations have shown that the car park is still at capacity.

Point 3

- 1.13 Finalised documents, Traffic and Pedestrian Management Plan, Demolition and Construction Method Statement and Construction Logistics Plan will be submitted to the Council, prior to any construction works taken place, for agreement. This will include a detailed programme of implementation.

Points 4 & 5

- 1.14 These matters are considered in an addendum report to the Site Preparation and Construction Chapter for the ES.

1.15 Further queries from the Council were received for which we have set out the point and response below.

- (i) The impact of bus stops and temporary transport facilities to demonstrate continued operation of the station during construction.

Response - This is a matter for the contractor and would be dealt with through the Traffic and Pedestrian Management Plan, Demolition and Construction Method Statement and Construction Logistics Plan

- (ii) The activities involved in decommissioning, commuter parking, bay displacement and cycle space provision during construction as well as temporary ticket office and gantries

Response - This is a matter for the contractor and would be dealt with through the Traffic and Pedestrian Management Plan, Demolition and Construction Method Statement and Construction Logistics Plan

- (iii) The pedestrian and train use data from 2007 is used for projecting usage in years to come; up to date surveys would be a way of double checking that the projections are correct. Now that the side tunnel is closed and everyone has to go through the barriers it should be fairly easy to get numbers at peak times at the very least. Also if some indication of possible construction vehicle numbers and whether use of the railway would be possible.

Response - In relation to comment on the data, please see our response Point 1 of the EIA Regulation 19 Request.

We understand that the movement of construction materials by railway is prohibitive for this type of project. The vehicle movements and routings would be kept to a minimum but would be considered in the Construction Method Statement.

- (iv) The impact on event day queuing from the station platform lengthening has not been considered or assessed'.

Response – This has been considered with the Train Operating Company. It clearly improves matters when passengers are egressing events and would reduce queue lengths. For trains arriving at the Station the control on the maximum queue length for passengers, before a new train can enter the station shown on our plan srg-twickenham-egress.2 would mean there are no impacts for arriving passengers.