

Twickenham Rediscovered Parking / Access / Cycling Workshop Feedback

Monday 12th September 2016

Table 1 Feedback

Table 1: Parking

- Underground parking could cause potential issues with crime and flooding
- Need to facilitate [parking] for businesses / local economy
- Obtuse bays rather than parallel along Water Lane – currently cause challenges for heavy vehicles
- Current location of pay and display machines are near to non-pay parking bays – causes confusion
- Remove visitor parking on The Embankment and greater usage of Holly Road car park
 - Concern this could affect economy
- Mixed opinions on whether to widen Water Lane
 - Some thought two way traffic
 - Others thought the Lane was too narrow
 - It was mentioned that buildings could be wider from the first floor up, allowing for more space on the road
- Service road too narrow
- Need to consider safety for children
- Mixed opinions on more, less or redistribution of bays
- Need to bear in mind that events at the rowing and yacht clubs affect parking
- Need to consider emergency access
- Move The Embankment spaces backwards
- It was mentioned that since the horse chestnut trees were removed along the river front and replaced with smaller trees the water level has risen causing a flooding risk

Table 1: Servicing and Access

- Leave one way Water Lane to Wharf Lane as is
- It was mentioned that the one way round the Barmy Arms is blocked off at the moment
- Mixed views on the size of vehicles coming down Water Lane
- It was commented that there is a lack infrastructure for delivery by boat
- Access for deliveries needs to be considered in whatever is built on the site
- A centralised delivery area was discussed, via the service road, where deliveries (size dependent) could be collected from



An idea for a new route

Table 1: Cycling

- On King Street the cycle lanes stop and start
- There needs to be improvements for cyclists – redirecting cyclists away from traffic
- Mentioned a cycle path along the river – issues with pedestrians noted
- It was commented that it was risky for cyclists going down Water Lane and turning the corner
- The need for better signage as to what roads are two way – there have been incidents of cyclists being shouted at
- When cyclists head towards the river there is no clear path to take, they end up going along parking spaces which is dangerous. There is a need to lead cyclists away from the parking, perhaps splitting the pedestrian path along the river front
- It was mentioned that the route cars take in that area it not necessarily used by cyclists
- Cyclists are more likely going to be coming down the river from Richmond, not down any of the lanes

Table 2 Feedback

Table 2: Parking

- The development shouldn't add additional pressure on parking
- Should add real parking where possible onsite – under-cover/croft
- Zoning of redistributed parking should be defined within Church Lane, Wharf Lane, King Street and the river bank/side, rather than zone D
- Need to consider the impact on local businesses (besides Eel Pie) from reduction in parking
- Conflict between attracting visitors and parking provided for that purpose
- Consider extending development and use Jubilee Gardens site as under-cover/croft parking – reinstating Jubilee Gardens afterwards
- Zone for just The Embankment residents – dedicated spaces (difficulty in parking)
- Is there the possibility of a dedicated parking zone within D1 for residents of Riverside Village as per Marble Hill zoning S1
- For evening use, making the most of York House parking (those dining at restaurants on Church Lane)

Table 2: Servicing and Access

- No need to interfere with current 'u-shaped' traffic flow
- The no turn right out of Wharf Lane is fine
- Service Road operating as 'main road' is largely undesirable. Any change would require significant re-engineering
- Queries as to how far this could go to servicing Church Lane
- Essential line for service to Eel Pie Island and access to riverside

Table 2: Cycling

- The Embankment could be opened up with removal of parking (to undercover) and service road access – freeing up for cyclists
- Mixed feelings on freeing up Wharf Lane from parking and open to cycling
- The Embankment / Wharf Lane corner requires better signage (at least) as cyclists can cut across pathway

Table 3 Feedback

Table 3: Parking

- Solutions depend on how many extra spaces can be created off The Embankment
- Parking gives people a reason, and a way, to stop in Twickenham (though there were some mixed views)
- Parking encourages people to drive to Twickenham when they could be cycling or using public transport
- It was mentioned that the Council does not give new residents parking permits
- Strong feelings against underground parking as it would require a sizable investment in the building
- Objective is to reduce parking on The Embankment
- It was asked how many people parking on The Embankment have zone D parking and whether this could be offset by allowing zone D to park in Aragon Road car park
- Suggested that the station car park be turned into a multi-storey
- It was agreed that Eel Pie needs spaces for loading, unloading and residents
- It was mentioned that the thorny trees at the back of the Diamond Jubilee Gardens could be cut down to provide more parking
- Don't want the parking situation to become over regulated
- Agreement that an underground car park could work if it was low cost

Table 3: Servicing and Access

- The service road is too narrow for larger vehicles
- Signage could be improved to make it clear that The Embankment is two-way
- It has been an issue for 40 years without any solution

Table 3: Cycling

- Extend cycle lane on Wharf Lane all the way to King Street. At the moment it doesn't join the shared cycle path
- Corner from Wharf Lane onto The Embankment is dangerous – blind corner
- Northbound cycle lane up Water Lane to King Street – good for Eel Pie and people visiting
- Wharf Lane corner needs an island or mirrors so that traffic and cyclists can see each other
- More cycle racks

Table 4 Feedback

Table 4: Parking

- No parking spaces should be removed it works well – current demand met
- Need to consider traffic implications
- Town Square near King Street
- Service road parking (King Street phase 3)
- Area already has been resurfaced / landscaped
- There are no parking issues – no change needed

Table 4: Servicing and Access

- The Embankment – allowance for deliveries Eel Pie (observation times)
- Loss of parking
- Loading area / car park adjacent to Water Lane / service road
- Increased deliveries when development complete

Table 4: Cycling

- Need to review safety of Wharf Lane bend
- Consider shared surface for Wharf Lane
- Cycle signage / locations

Table 5 Feedback

Table 5: Parking

- Queries about what the Council's policy on underground parking is
- Discussed the need for detailed transport surveys and to understand the impact on wider area
- Cyclists conflict with parked cars
- People in flats on King Street etc. benefit from / depend on The Embankment parking too, however it is Eel Pie Island residents that make the noise
- People using the High Street, Church Street ruin the town centre
- Need to retain all existing spaces – already pressure on parking
 - Permitted Development Rights mentioned
- Queried whether parking under the Civic Centre on weekends would be permitted
- Not really feasible to move parking elsewhere / too far away
- Under-croft parking too expensive
- Footbridge is a red herring
- Pedestrian management needs to be improved

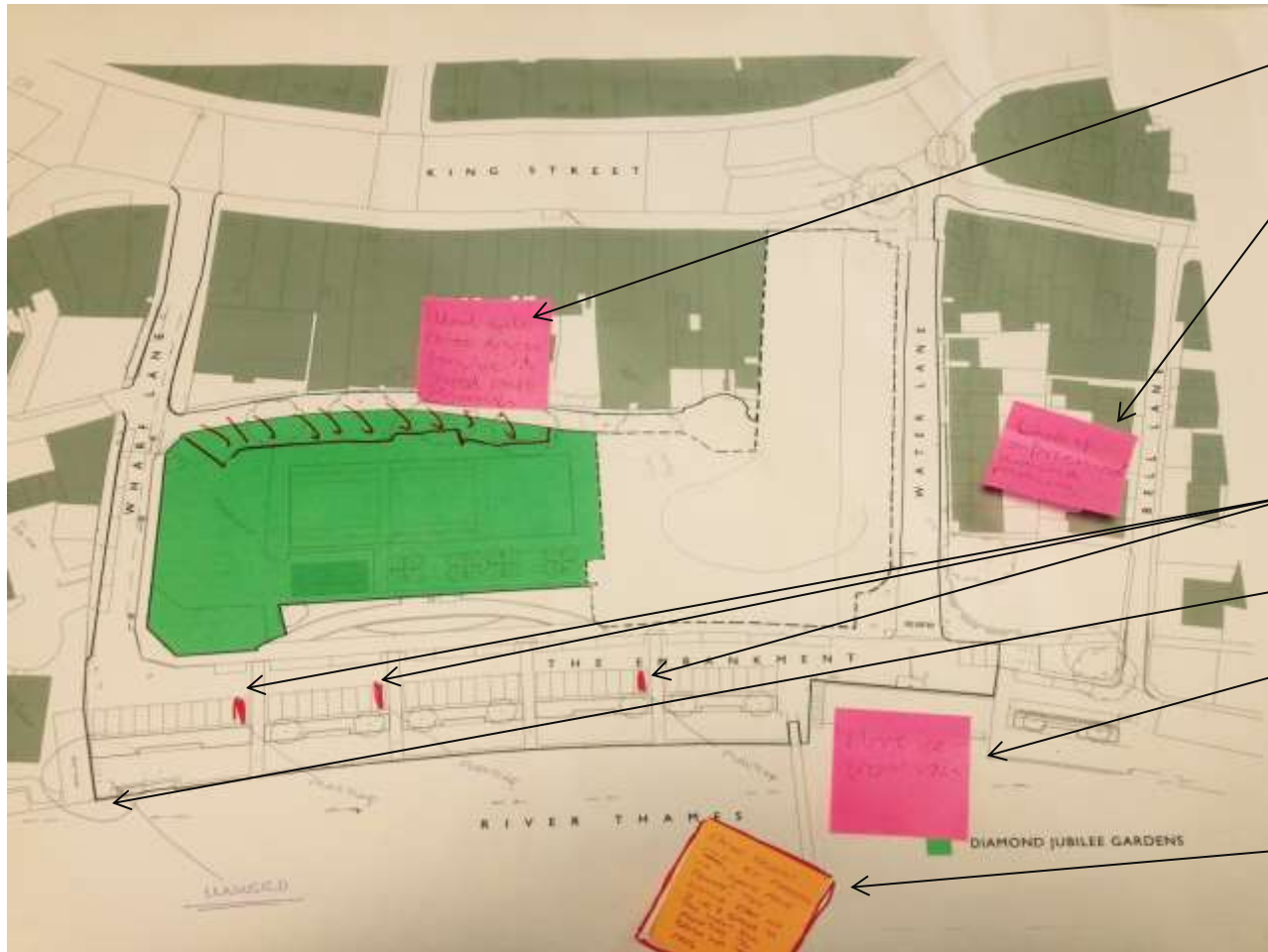
Table 5: Servicing and Access

- Pedestrian management from Water Lane up to Church Lane has failed – put up a fence in front of the Barmy Arms
- Servicing requirements will increase with development – need to understand
- Move Diamond Jubilee Gardens to improve servicing and parking
- Problem with accommodating turning circles of large vehicles

Table 5: Cycling

- Retain cycling along The Embankment
- Should cyclists be cutting across pavement at the bottom of Wharf Lane? Needs better signage
- Cyclists need to consider other road users
- Desire line along service road but it's not wide enough for formal route – must maintain access along the service road onto Water Lane for cyclists
- Need to recognise the impacts of growth in cycling and the demands on cycling infrastructure

Table 5: Parking / Servicing / Cycling



Ideal service route down service road

Lack of parking enforcement?

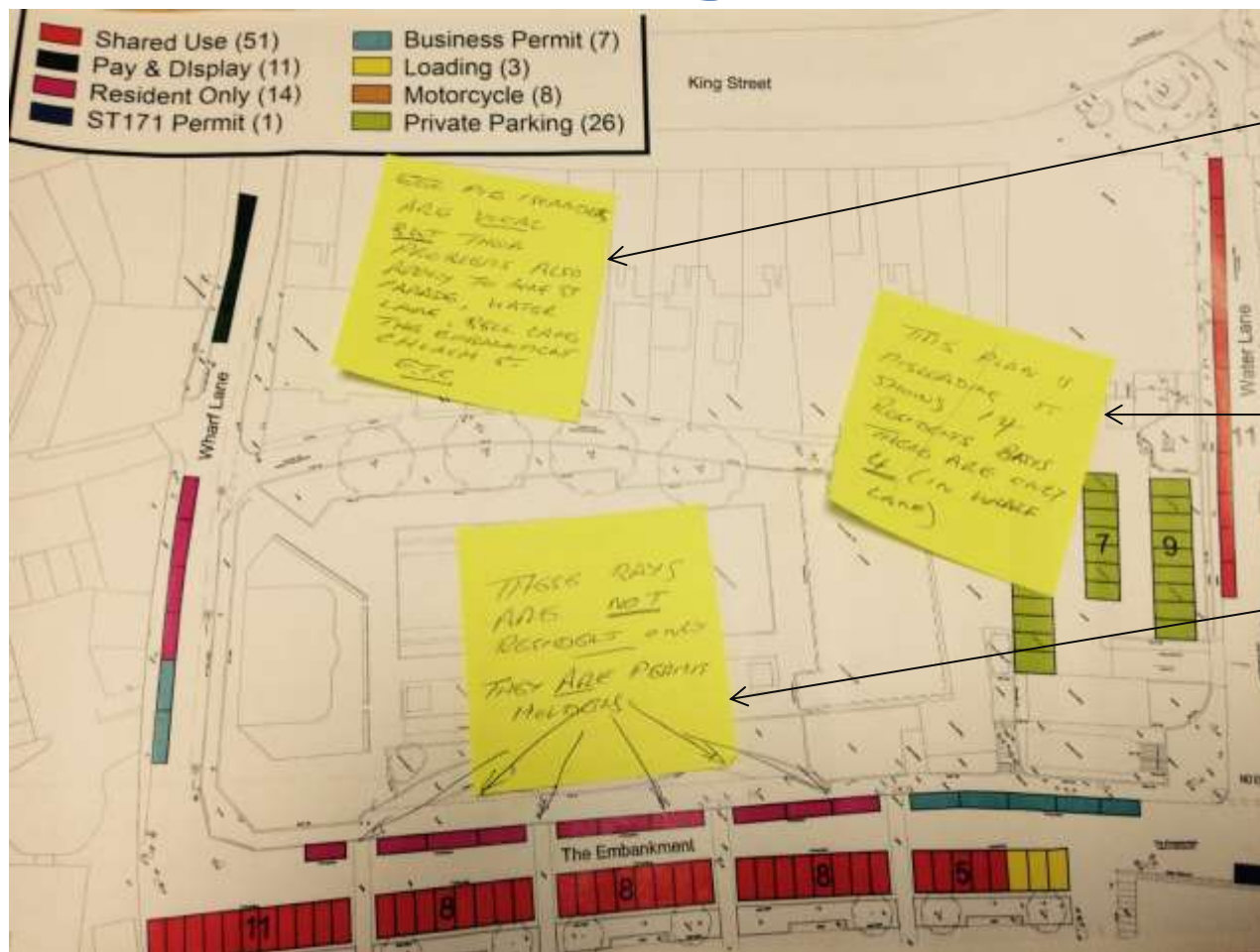
Planting

Unused / under used

Move ice cream van

Extra parking spaces can be provided in 'Barmy Arms square'. This would free up 2 or 3 spaces to the west for planting to break up the mass

Table 5: Parking



Eel Pie Islanders are vocal but their problems also apply to King St Parade, Water Lane, Bell Lane, The Embankment, Church Street, etc.

This plan is misleading, it shows 14 resident bays there are only 4 (in Wharf Lane)

These bays are not resident only they are permit holders

Table 6 Feedback

Table 6: Parking

- Where there is underground parking – there is an issue about crime/ personal safety – especially for women. Important that any underground option be well lit and that it is safe for people who use it
- There is a parking shortage in Twickenham – need to look at the whole site – all in its entirety when looking at parking options
- Needs “radical thinking”
 - Design option to dig out Diamond Jubilee Gardens (bit like sub service tube rather than deep underground excavation), then relay the gardens on top – could get 200 cars in this and would create a lot more options in terms of how the whole site is handled, through roads, etc.
- Can the car park behind Pincho’s be dual use?
- There could be too many business bays
- Can we move the development closer to the river to create space for parking on the access road behind the development?
 - But will this then create knock on issues for residents living above the shops on King Street?

Table 6: Parking continued...

- Need to increase overall number of parking spaces not just shuffle them around
- Retain and improve Eel Pie island parking requirement
- A parking solution is contingent on the final plan for the riverside
- Create a business / service drop off by the bridge
- Need to increase parking for the new development and to match what that will require in terms of the new residents
- An option is to create short term drop off by the bridge for people who live on Eel Pie Island, and they can then move their car further away to a different parking space
- Important that can have access around the riverside

Table 5: Servicing and Access

- For the underground parking (dig out of Diamond Jubilee Gardens) – Water Lane and Wharf Lane retained with cul-de-sac's at the bottom of each to turnaround when there are deliveries – water Lane will be widened to allow for a 2 way traffic flow
 - **OR** retain Water Lane/ Wharf Lane as flow around the riverside
 - **OR** extend the service lane to Water Lane?
- Ensure sufficient turning space for large vehicles is challenging
- Look at who / what is being serviced / force retail to be serviced on King Street?
- Street Signage: “turn off your engine” on Water Lane and other residential areas where service lorries / vans are parked up
- Signage – top of Wharf Lane “give way to side road”

Table 5: Cycling

- Coming down Wharf Lane can be dangerous – need clearer markings for cyclists – also at the bottom of Wharf lane especially dangerous as blind corner for motorists and cyclist. E.g. double yellow line rather than single yellow line?
- Though appreciate need to retain the Riverside as a quiet route to Richmond
- Take as many cars off the site as possible
- More important to be clear about the cycling principles and include those as part of any new development