

Twickenham Rediscovered Parking / Access / Cycling Workshop

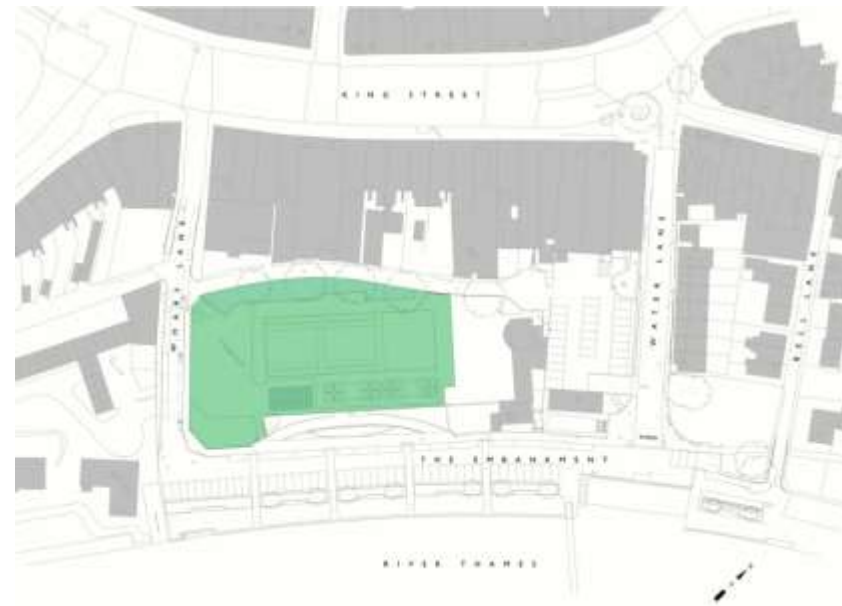
Monday 12 September 2016

Agenda

- Welcome / introductions
- Setting the scene
- Key messages from past consultations
- Feedback from the pop-up shop
- Parking / Access / Cycling
 - Eel Pie Island's requirements for access and parking (Duncan Calam, Eel Pie Island Association)
 - Discussion topic 1 – Parking
 - Discussion topic 2 – Servicing and access
 - Discussion topic 3 – Cycling
- What happens next

Setting the scene

- ✓ Continuing engagement
- ✓ Reflection
- ✓ Richer and deeper conversation:
 - Viability
 - Retail and business
 - Community space / linkages
 - Access, parking, cycling
 - Connectivity to the River
 - Site configuration



Key messages from past consultations

- **Barefoot Consultation (2010):**
 - Residents told us that removing cars from the riverside was a good idea, and it was argued that this would increase the potential for the riverside site
 - Some suggested removing cars from the riverside would increase the amount of space available which could be developed into a community site
- **All in One consultation (2010):**
 - 32% of Twickenham residents told us that traffic and levels of congestion could be improved
 - 22% said that provision of parking could also be improved
- **Twickenham Area Action Plan (2013):**
 - These comments were enhanced in the TAAP which states that, on the riverside, there is a need to improve the pedestrian environment and reduce the dominance of parked and moving traffic

Feedback from pop-up shop

Phase One from 19th July – 30th July: Reflecting On Progress

Approximately 800 people visited the pop-up shop on Church Street. Out of the 334 comment cards received, 27 of the responses were on the topic of Parking, Access and Cycling. Snapshot of views below – consultation closes on 16th September.

Parking

- Mix of views as to whether parking should remain on the embankment or be moved away elsewhere e.g. to Water Lane, underground

Access

- Improve the pedestrian environment
- Provide a good number parking bays for disabled and 'parent and child'
- Bridge across the river

Cycling

- Some wanted to see more dedicated cycle lanes in the area, others were happy with current arrangements

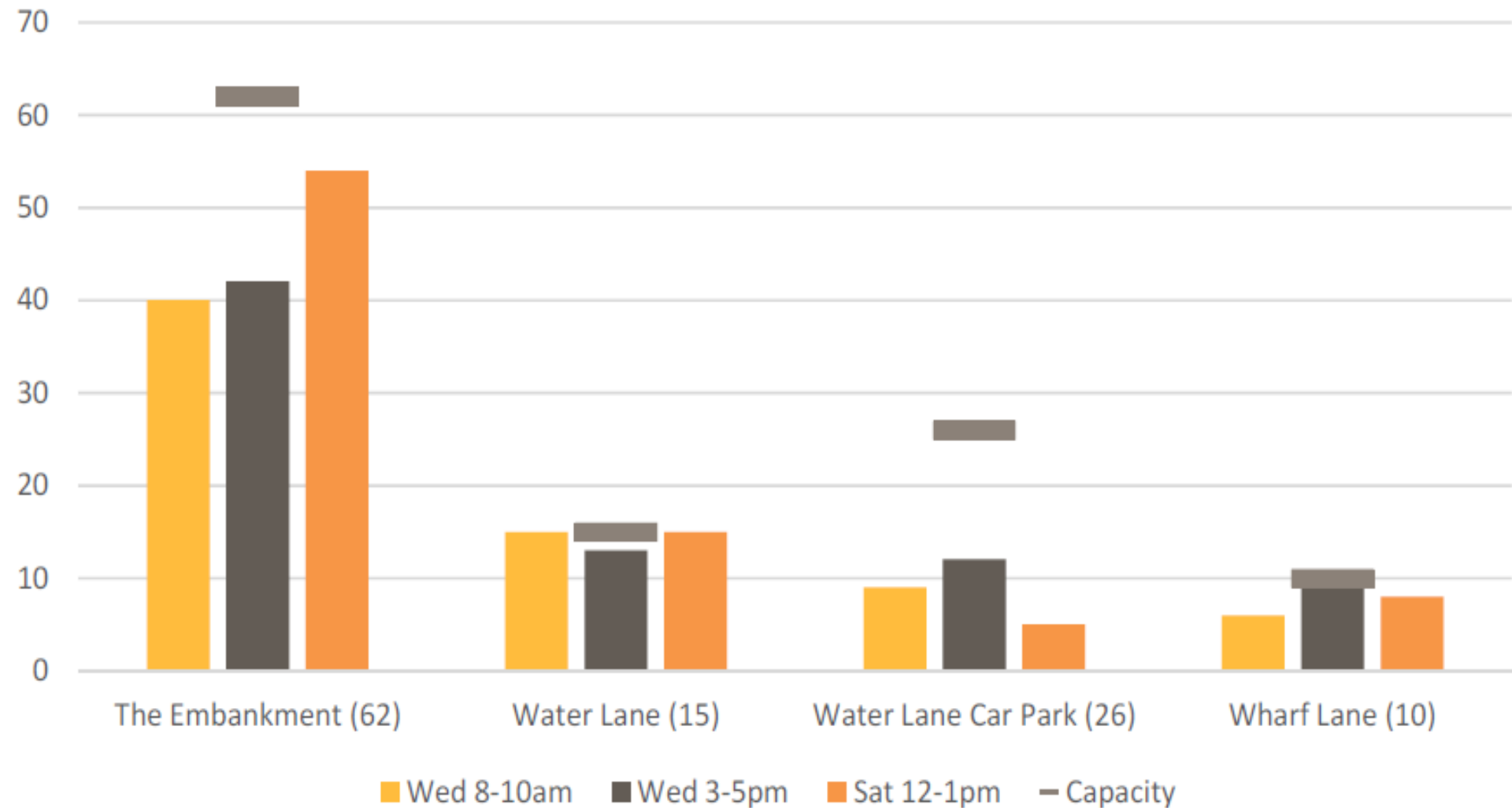
Parking

- Initial baseline parking surveys were undertaken in November 2015
- Covered different times of day and weekdays plus weekends
- Recognise that the Embankment gets submerged periodically



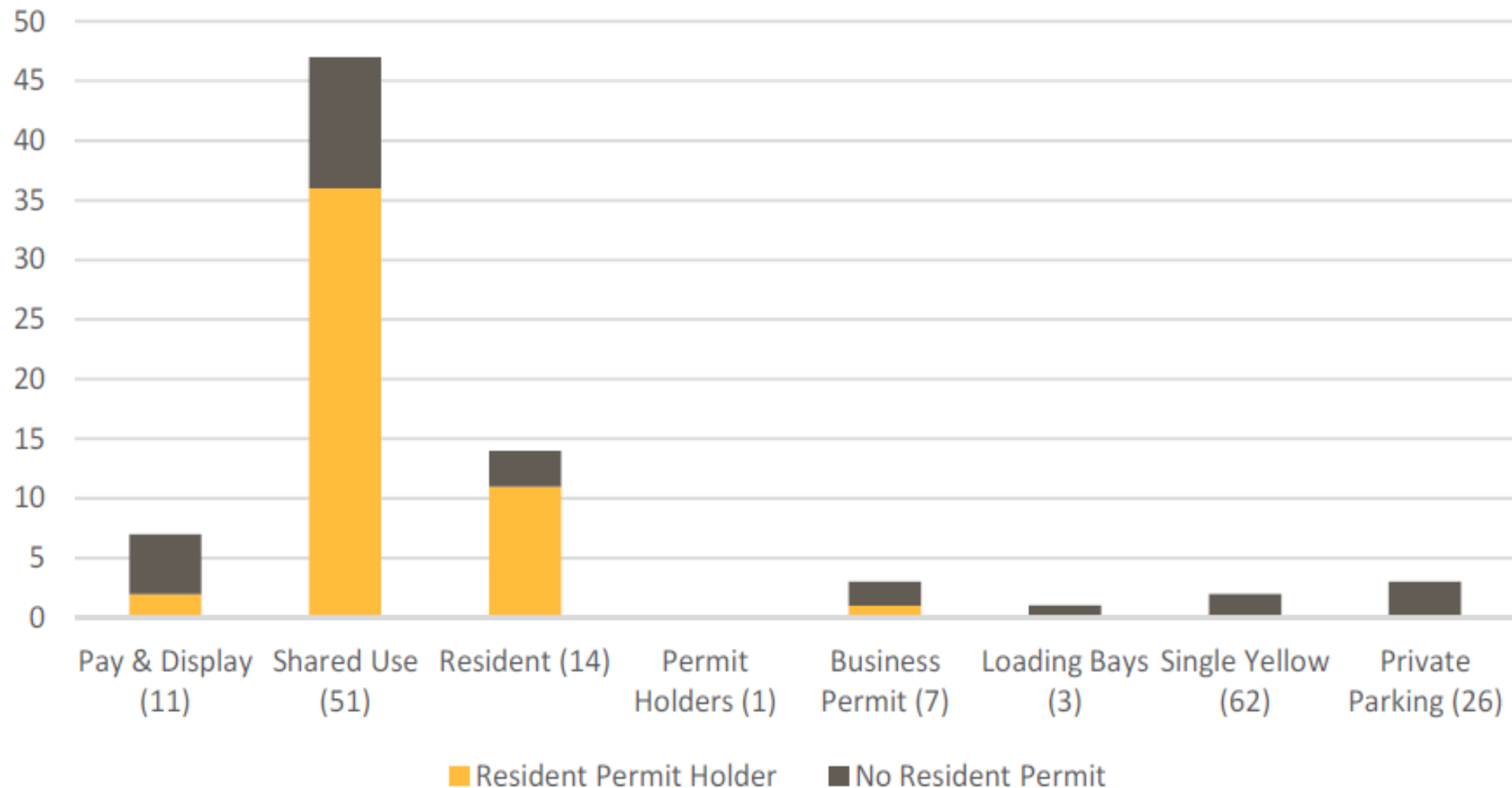
Parking (2)

- Headline results indicate:
 - There is some limited spare parking capacity in the area
 - Busiest period is on the weekend with an average occupancy of 80%



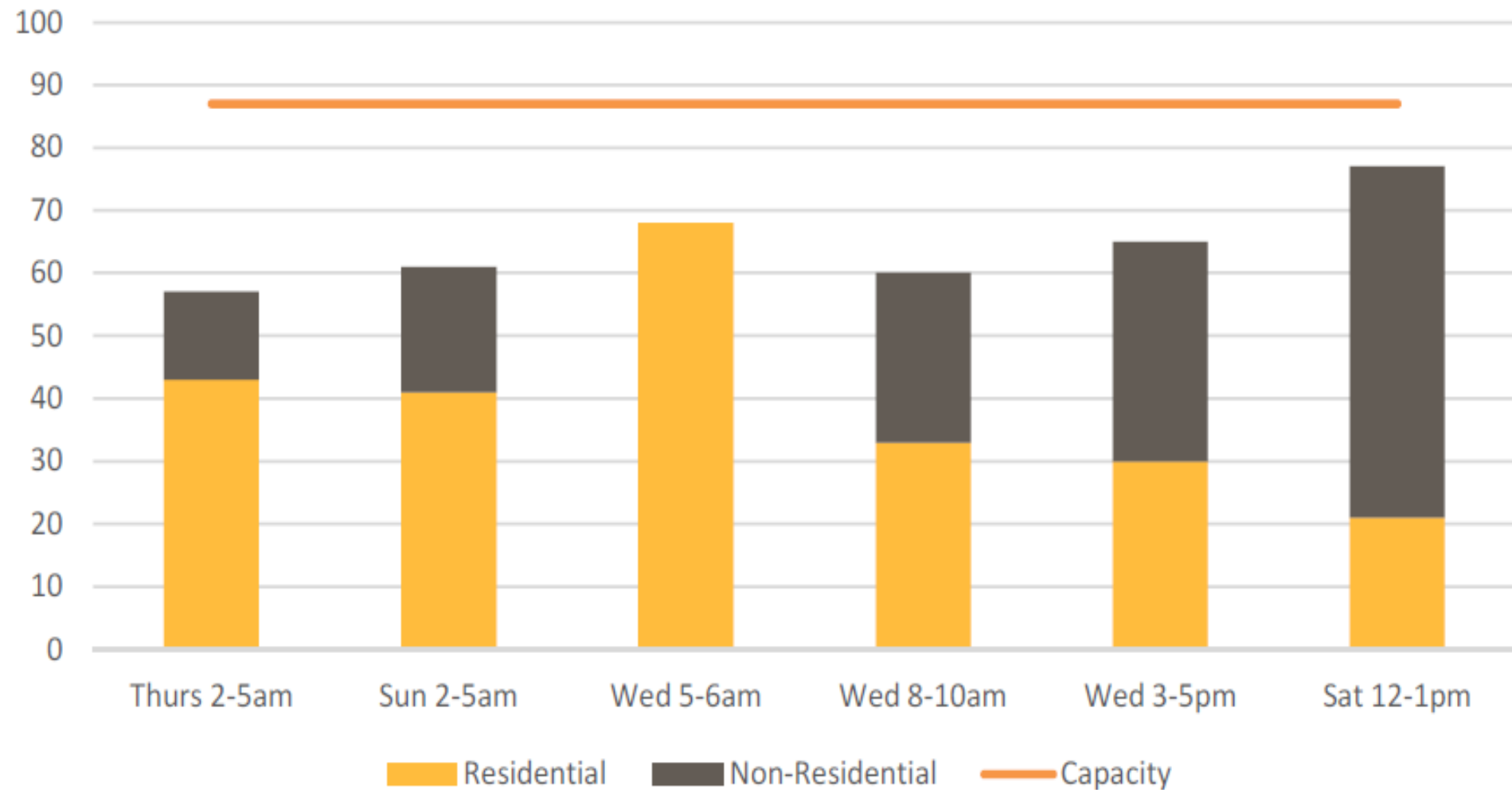
Parking (3)

- The maximum overnight parking demand by type of parking bay shows that the highest use bays are the resident only bays (100%) and the shared use bays (92%). The single yellow (8%) and private parking bays (11%) show very low overnight occupancies



Parking (4)

- Parking demand by user shows that the greatest demand for parking is on the weekend with a peak occupancy of 89%. During this time, 73% of demand was from non-residents



Parking (5)

Next steps:

- Test and appraise a series of approaches to future parking in the area
- Look in more detail at cost and viability of any form of underground parking
- Review type and distribution of existing parking in the wider area
- Seek to achieve the optimum balance of parking type and provision to minimise impacts
- Work with local residents and businesses to discuss emerging findings

Session 1 – Parking

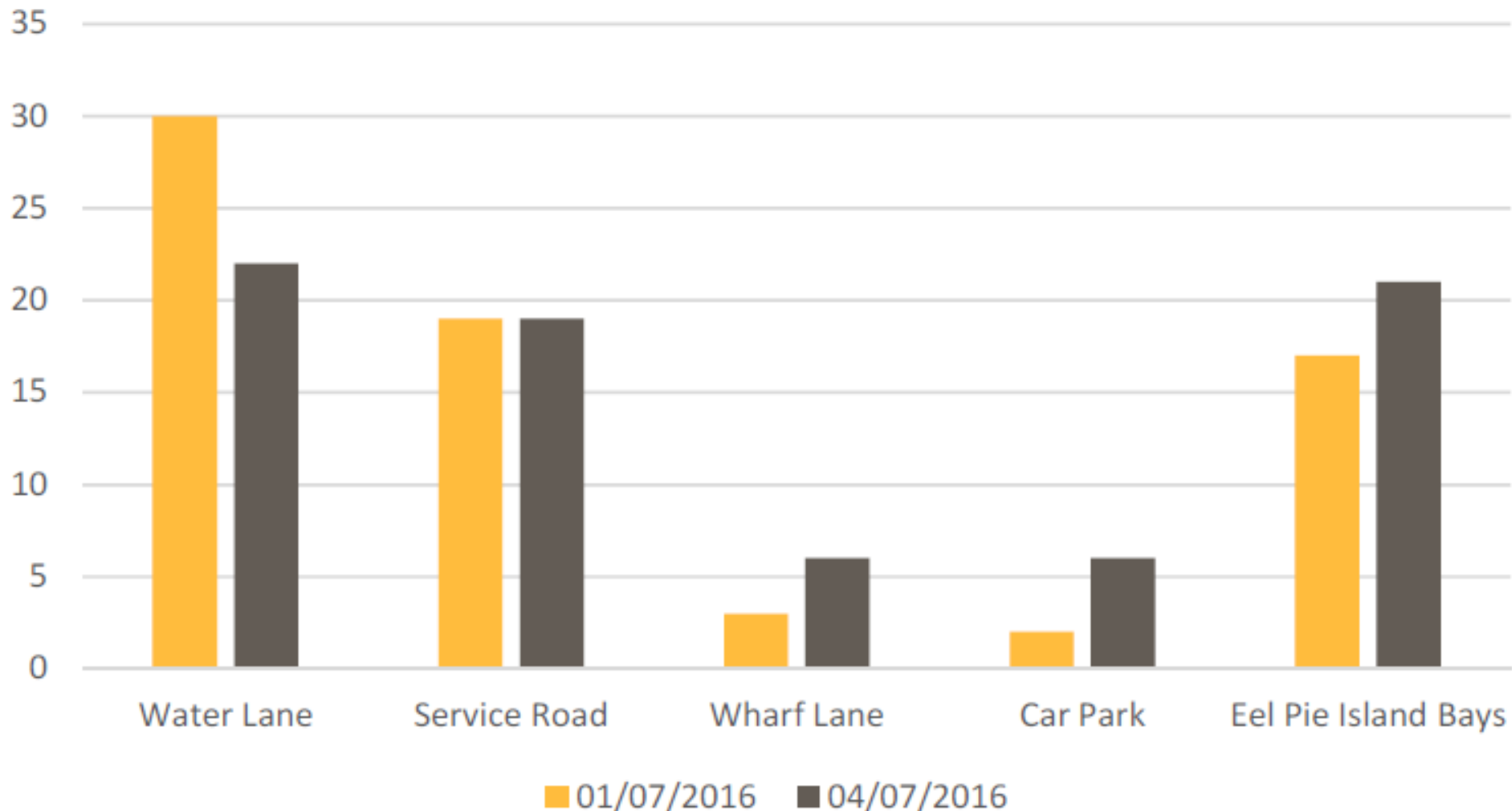
The baseline parking surveys and loading / business requirements of the town and Eel Pie Island suggest that removing all parking from the Embankment is not feasible. What do you think?

- How could the development reduce the dominance of parked cars on the riverside?
- What other local parking issues need to be considered / addressed?



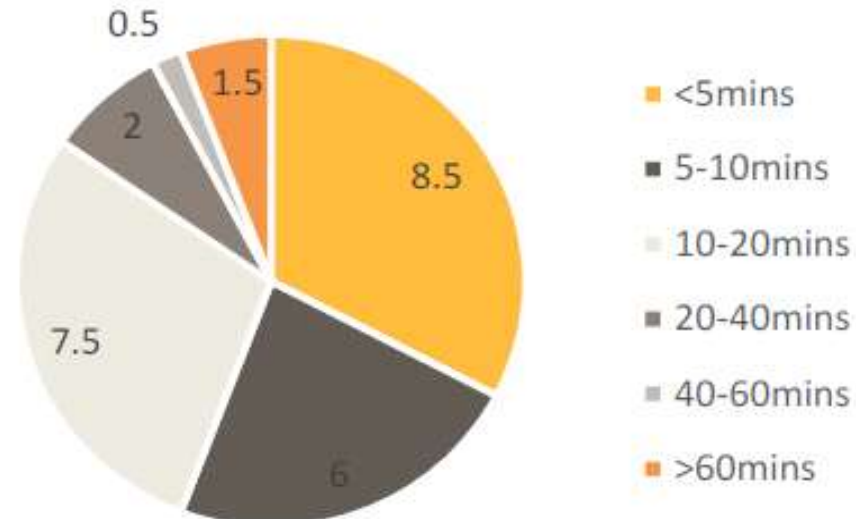
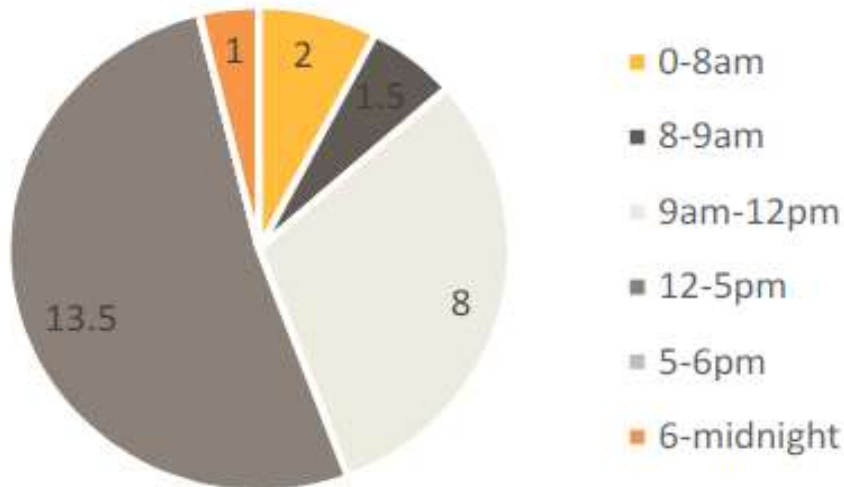
Servicing and Access

- A servicing survey was undertaken in July 2016
- Servicing trips by location shows the majority of servicing vehicles stop on Water Lane, on the service road and on the Eel Pie Island loading bays



Servicing and Access (2)

- The average number of vehicles stopping to service on Water Lane was 26 per day
- Over 50% of the trips took place between 12:00 and 17:00 (see below)
- 56% of trips stopped for less than 10 minutes (see below)
- 58% of servicing vehicles were minivans or small vans
- Number of servicing trips on Wharf Lane was only 4.5 per day
- Average number of servicing stops on the Eel Pie Island loading bays was 19 per day



Servicing and Access (3)

Next Steps:

- Explore enhancements to the servicing activity and access in the area. This could include:
 - Reviewing signage and/or road markings (e.g. indicating restrictions on Eel Pie loading bays to help enforcement)
 - Reviewing servicing arrangements and the service road (e.g. one-way, time periods and restrictions, dedicated loading area)
 - Look at one-way or entry restrictions on Water Lane/Wharf Lane



Session 2 – Servicing and Access

How could servicing and access be improved in the area?

- Reviewing signage and / or road markings?
- Changes to the service road / servicing arrangements?
- Any other ideas?

Cycling

- The baseline traffic surveys undertaken in July 2016 showed 7-8% of road traffic was pedal cycles
- Along Wharf Lane the share of pedal cycles jumps to 21%
- Next steps could include:
 - Exploring provision of segregated and semi-segregated/shared cycle lanes as well as cycle parking in the area
 - Any provision of more formalised cycle lanes will need consideration against trade off with other needs such as servicing and parking



Session 3 - Cycling

How can we make the riverside cycle friendly / cycling in the area safer?

What happens next?

- From late September onwards we will feedback what we have heard at the pop-up shop, from the consultations and the range of workshops
- We will also summarise and consolidate the feedback to inform the next stage of concept proposals. We will seek views on the summary
- From mid to late October we will present revised concept proposals and will consult you on them