

Dear Riverside Action Group

We are writing to you with the latest update on the Twickenham Riverside development process, following a further Stakeholders Group meeting last week.

The meeting had three parts: (i) information on the RIBA process for selection of the architects, with timings; (ii) key dates for 'community engagement' in September when the architects' designs will be available for public viewing; (iii) presentation by the Council on parking and traffic.

1. RIBA process: indicative timetable for selection of the architects and the final tender submission

- RIBA panel shortlists five of the architects' firms who have responded to the initial invitation: during May.
- Design brief given to the shortlisted architects, with site visit and briefing session: early June.
- Shortlisted architects invited to present ideas to the Council in advance of formal Tender submission: early July.
- Tender submission deadline: beginning September.

2. Community engagement programme – key dates presented by the Council

- Four public engagement sessions will be held on the architects' proposals in the Clarendon Hall in September: 3rd, 12th, 21st and 24th.
- These will be preceded by a Stakeholders' group preview.

3. Parking and traffic

- The presentation by the Council officer responsible for parking and traffic gave rise to substantial debate, taking up most of the meeting.
- The Council have commissioned a survey, the results of which will not be available until June. Because of the RIBA process rules, the Council was unable to answer any queries on the status of parking and traffic in Twickenham and its report was confined to the terms of reference of the survey.
- Many of the stakeholder representatives were disappointed by the narrow scope of the survey which is essentially confined to the Riverside site and its perimeter (Water Lane, the Embankment and Wharf Lane) without taking into account the neighbouring streets and area. They queried why the survey was not looking at the wider situation of parking spaces across the whole of Zone D, to see what flexibility exists and what the full implications of changing the traffic circulation around the development site would be.

Given that this is a central issue challenging the vision of how to develop the site, it is disappointing that the issue is not being addressed in a clear and transparent manner. RAG would like to know how possible it would be to reduce the total number of cars parked along the riverside without disrupting the way the town centre functions for residents and visitors. Any parking places removed from the embankment would need to be replaced with spaces elsewhere. Where would those spaces be available?

In response to these concerns, the survey results will now be shared with stakeholder representatives in early June. The question arises whether that will be too late,

because by then (according to the Council's timetable) the terms of the design brief will already have been decided. This is an aspect that needs to be watched.

As ever, RAG welcomes your comments.

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Best wishes –

Mark, Peter and Marion