

Twickenham Riverside - specific new consultation on parking and servicing

Hello again everyone!

We hope you and your families are surviving the lockdown and now the gradual easing, and staying safe and well!

We are writing to draw your attention to this new consultation on 'Parking and Servicing', dated 15 June, which has been put up on the Council's website [HERE](#) and which will have come through the letterbox of many of us. It has also been posted on social media. We would welcome your views.

This does not change the thrust of the Hopkins architect firm's proposals for the Riverside which won the design competition and have been broadly supported by all the active residents' groups. The Hopkins proposals (just as those of the other architect candidates) followed the plan of the Council and others that the Embankment road be closed off to vehicles. That plan was going to have knock-on impacts in terms of access and parking.

The Council's parking and traffic specialists have been working on these since last November/December and much of the detail was suggested then to the groups represented in the Stakeholder Reference Group, of which RAG is a member. They have now provided firm proposals (from consultants) with detailed maps and these are the subject of this consultation.

We at RAG remain of the view that the Hopkins proposals are a good starting point for the development and will continue to insist with the Council that the discussions with the Stakeholder group should be maintained throughout the next stages of finalising the overall design, agreeing the architecture and materials, and during the implementation of the project. The objective must be to continue the common endeavour of bringing about an attractive and workable solution to the Riverside.

It is clear that one of the continuing challenges will be the resolution of the parking, servicing and access aspects of the development.

Broadly, the maps and accompanying summary provide important and useful information. The following questions arise, in particular (in no special order):

1. **Loss of Parking and Display (P&D) bays.** The consultation letter makes clear that the main way proposed of addressing the removal of the existing parking spaces from the Embankment is to re-designate all the remaining riverside and other nearby spaces as for mixed use by residents (importantly) and businesses. It is worth emphasising that this effectively removes several P&D spaces from the immediate area, which means that visitors from outside Twickenham will have to use other spaces further away. Few new P&D spaces are created within or very close to the site. Instead, the consultation points to other paying parking facilities/spaces in/around the centre of Twickenham (as shown on the maps). Prominent among these are the car parks in Arragon Road (Waitrose) and Holly Road.
2. **Space needs for servicing vehicles.** There needs to be assurance that there is sufficient provision for servicing vehicles (mainly short-stay deliveries and utilities) parking up sufficiently close to the buildings being visited (both on Eel Pie Island and on or bordering the development site).

3. **Large vehicles supporting industries on Eel Pie Island.** It also needs to be clear that the boatyards and other businesses on the island must continue to be able to receive the deliveries they require with minimal disruption to traffic flows. This will involve in particular two-way traffic at the lower end of Water Lane, a sufficient turning arrangement on the Embankment there, and adequate turning capability into the service road behind King Street from Water Lane.
4. **Junctions connecting Water and Wharf Lanes to King Street.** The design continues to show these as one-way only (entrance on Water Lane and exit via the service road on Wharf Lane). It is essential that these remain one-way (as at present) in the final design.

We are aware that some may have concerns in regard to 1. above, that the loss of the Pay & Display spaces close to the Riverside will disadvantage shops, cafés, and sports clubs in the immediate vicinity. Our feeling - subject to your views - is that this is an unavoidable consequence of the decision to move the traffic flows and current parking from the Embankment and that the extra distance that visitors will have to walk to reach to the Riverside is probably an acceptable compromise.

It would be useful, however, to have an indication from the Council on the following two aspects:-

- (a) Of the total of 420 and 160 spaces in the Aragon and Holly Road respectively, how many are currently occupied on a day-to-day basis, by shoppers at Waitrose and in King Street? The number of spaces which are habitually free will play a significant part in the ease, or difficulty, of finding a parking space experienced by those who are to be displaced from the Riverside. If spaces will be readily available, then in practice, the shops and café owners, and sports people, will be reassured.
- (b) Is it still the Council's plan that the Riverside development will include the potential for a market place accommodating the Saturday farmers' market at present in the Holly Road car park? If so, there will presumably be more places available at Holly Road at weekends.

Our position on the other three points should remain as suggested.

If you have comments or concerns on these or any other issues, please let us know and we'll feed them into the pot.

Timing

The consultation invites responses - **by Sunday 12 July** - in writing or via an on-line survey [HERE](#).

We will send you a further report during the week before, either confirming the views in this email or amending them following comments received. So it would be helpful to have your thoughts please **by Friday 3 July**.

All the best

Mark, Marion and Peter