

Introduction

My name is Graham Strudwick and I have lived in Twickenham for nearly 48 years. I am a Chartered Engineer, Member of the Institution of Civil Engineers and the Chartered Institute of Logistics and Transport and have been involved with planning, design, construction, and maintenance of a wide variety of transport projects around the world for the last 50 years. I bring this experience as well as my love of living in Twickenham to support the riverside development and the compulsory Purchase Order for this development to proceed.

My presentation today will highlight the issues that I believe need clarification and respond to these as a summary of my Witness Statement.

The creation of two-way road systems for Water and Wharf Lanes together with the closure of the embankment roadway and associated car parking greatly enhances the safety of pedestrians and cyclists in the area. Professional Engineers and designers will undertake safety reviews as they develop designs and the Safety Audits will then review these processes and the output to confirm there are no issues arising.

The significant reduction of vehicle traffic leading from the closure of the parking and the roadway along the embankment will improve the air quality in this riverside area and make it much more pleasant for residents and visitors to use.

The specialist transportation team involved with the design has carried out extensive research and consultation and created a larger number of bigger bays than are currently available for parking next to the foot bridge as well as an area for HGVs delivering goods to Eel Pie Island businesses and residents. Access to and from this area and safe turning of large articulated or rigid vehicles is demonstrated with Computer Aided Design software a proven design process. This software has been in use within the industry for many years and is constantly updated by the software teams in consultation with design teams and widely within the transport and construction industries so that innovations in vehicle design and practices can be added to the software. The vehicle tracking exercises carried out by the design teams clearly

demonstrate that even large articulated or rigid body heavy Goods Vehicles can turn safely at the river end of Water Lane and travel back up to the junction with King Street where they can exit Water Lane via a much-improved wider bell mouth with clear safe access for large HGVs and so cause minimal delay to traffic.

The additional benefit of this newly designed junction is that these large vehicles will not need to try and exit from the narrower Wharf Lane which is very close to the traffic lights at the junction of King Street and Cross Deep where these large vehicles often cause traffic delays when they exit Wharf Lane into this tight junction.

Access to Wharf Lane off King Street allows residents and businesses who use the buildings on the south of King Street to reach the service road behind King Street and businesses and residents in the buildings on the east side of Cross Deep to reach the parking and garages behind their shops, offices, and homes.

The removal of the Embankment roadway and parking provides a large continuous open area between the river and the service road behind King Street creating a dedicated space for the public to enjoy free from any traffic movements. It should also be noted that the wider street scape of Water Lane gives better views of the river from King Street, and that there are dedicated disabled parking and loading bays in both Lanes.

The service road behind King Street will be available to serve properties and businesses on the South side of King Street as well as in the new riverside development. A large vehicle accessing this area off Wharf Lane can drive down the Lane from King Street pass the service road and then reverse into the road to reach its delivery point. There will be a fixed boundary between the service road and the development area to prevent the public using the new park and other facilities from wandering accidentally onto the service road and encountering any road traffic.

Barriers are shown on the main site plans which prevent vehicles accessing the non-traffic parts of the Embankment. This area is therefore safe for activities. Any vehicle movement in the vicinity will be limited to vehicles servicing Eel Pie Island businesses and residents.

The cycle route is shown as being along Wharf Lane then along the Embankment to travel east down river or along Water Lane back to King Street. As with other paths shared between cyclists and pedestrians mutual respect and tolerance will be required and this area is no different.

The carparking issue was dealt with by the Council two years ago and is generally not an issue for this CPO. Parking elsewhere near the centre of Twickenham was identified in the response and the provision has been assessed as exceeding the anticipated demand.

I believe that questions about the footbridge were dealt with last week and clarified as being unchanged.

Conclusion

In conclusion I would like to emphasise the major traffic safety improvements that the scheme provides which would not be possible if the CPO was not approved.

The creation of two-way systems for Water and Wharf Lanes gives improved egress onto King Street with a wider bell mouth at the north end of Water Lane and reduced numbers of vehicles exiting Wharf Lane onto King Street near the traffic lights at the junction of Kings Street and Cross Deep so reducing congestion.

The removal of traffic and parking from a large part of the embankment area provides a much larger traffic free open space for the public, both pedestrians and cyclists to use and enjoy in central Twickenham, without having to be continually aware of traffic moving along the embankment.

The removal of this through traffic eliminates significant vehicle fumes and so improves the air quality in the area for residents and visitors to enjoy, as well as a place of safe access for water sports.

For these reasons I support the CPO and urge you to uphold it for the benefit of residents and visitors to this part of the Borough.