



Table 2: Comparison of open space

	Existing	Proposed
Total open space	4,463m ²	5,642m ²
Public open space	4,277m ² (this excludes the fenced off area to the north of Bath House)	5,642m ²
Hard landscaped public open space	3,203m ²	4,122m ²
Soft landscaped public open space	1,074m ²	1,520m ²
Floodable public open space	1,361m ² <i>asked?</i>	2,486m ²
Open space outside floodable areas	3,102m ² (however, 2,916m ² as public open space – excluding area to the north of Bath House)	3,156m ² <i>An increase of 54m²</i>

8.42 By area, the scheme provides an uplift in open space; public open space; soft and hard landscaping; open space outside a floodable area. The quality of the reprovided open space is deemed to be an upgrade in accordance with the aspirations of TAAP:

- Increased open space outside a floodable area, thereby allowing for increased usage by the community
- The current open space (promenade and DJGs) is separated by a road and car park. By comparison, all open space is connected, from the north service road down to the river, to Water and Wharf Lane, with accessible access for all. Whilst occasional vehicles may require access along The Embankment, this is limited and

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open space, that visually and physically links to its surroundings, and benefit from views to the river

- Compared to existing, the scheme enhances the functionality of the open space, providing a series of spaces for different functions, allowing for increased enjoyment of such, including gardens, river activities, town square for events, riverside promenade, lawn terrace for informal recreation, alfresco dining; play; petangue area, amphitheatre; and seating within different character areas.
- Whilst it is recognised DJGs currently holds events, the scheme enhances such provision because of its size, siting (and thereby ease of access); and provision of services (external lighting, power and water). The submission has undertaken event capacity studies, which shows the town square alone, could provide an ice-rink; cinema and seating; stage with seating, farmers markets, fun fair – demonstrating the versatility of this space.

Diamond Jubilee Gardens:

- 8.43 Considerable objection has been received with regards to the loss of the existing DJGs, and the quantum and quality of the re-provision, all of which has been considered. The scheme does alter the DJGs boundaries (red dotted lines in plans 2 and 3), with the land use extending eastwards to incorporate the lawn terrace and southwards to the embankment, incorporating the Square. Table 3 provides a comparison to existing and proposed areas and demonstrates the total public open space proposed would be larger than existing. The scheme does result in an increase in the floodable area, which will likely impact upon the frequency and useability of this area and is a harm. This will be covered in the planning balance.

Table 3: Changes to Diamond Jubilee Gardens Boundary - Public Open Space

	Existing	Proposed
Total public open space	2,483m ²	3,635m ²
Hard landscaped	1,996m ²	2,525m ²
Soft landscaped	487m ²	1,110m ²
Floodable	-----	1902m ²
Outside floodable area	2,483m ²	1733m ²

150m² loss

- 8.44 The proposed scheme satisfactorily re-provides the existing equipment and facilities found in the Gardens, associated to informal and formal recreation, as summarised in Table 4. (The uplift in play equipment is to cater for the needs of the development and is considered in more detail under Issue xiv (infrastructure)). All such areas are accessible for all, whether they are approaching the site from Water Lane, Wharf Lane or The Embankment.

Table 4: Diamond Jubilee Gardens equipment / facilities

Existing DJGs	Proposed DJGs
Total play surface: 187.5m ² <ul style="list-style-type: none"> • Play tower with slide • 3 person seesaw • Climbing frame • Roundabout 	Total play space: 377m ² <ul style="list-style-type: none"> • Tree house with slide • Seesaw • Climbing net • Roundabout • Tipping crane • Sand tipper • Spinner

Safety issues in dispute

Twickenham Riverside

DATE:	27 October 2020	CONFIDENTIALITY:	Public
SUBJECT:	Wharf Lane two-way working: response to LBRuT Highways comments		
PROJECT:	Twickenham Riverside	AUTHOR:	Tim Gabbitas
CHECKED:	Tim Gabbitas	APPROVED:	Tim Gabbitas

WHARF LANE TWO-WAY WORKING: RESPONSE TO LONDON BOROUGH OF RICHMOND UPON THAMES HIGHWAYS COMMENTS

Introduction

This technical note relates to the proposed introduction of two-way traffic working at the north end of Wharf Lane, including at the junction with King Street.

Comments on the latest design options for this arrangement have been provided by London Borough of Richmond upon Thames (LBRuT) Highways team. These are provided below in full.

WSP has responded to these comments such that an informed decision can be made on whether to incorporate this option into the wider Twickenham Riverside masterplan strategy.

LBRuT Highways Comments

The comments received from LBRuT Highways team are re-produced below in full for reference.

BACKGROUND

A Stage 1 (Feasibility Stage) independent Road Safety Audit was carried out on the WSP design by our consultants PCL.

The audit identified a number of road safety issues associated with the proposed introduction of two-way working arrangements in both Wharf Lane and Water Lane. At present, a one-way system operates with traffic entering via Water Lane and exiting via Wharf Lane.

The safety audit identified issues with the conversion of both Wharf Lane and Water Lane to two-way narrow roads and the risk of collisions between vehicles from opposing directions and in particular difficulties for cyclists. The audit also identified difficulties at both roads' junctions with King Street. The narrow junction mouths at both locations may result in collisions between vehicles travelling in opposing directions, or with vulnerable road users- pedestrians or cyclists. The swept path analysis for both junctions shows overlap between vehicles entering and exiting the junctions.

Officers assessed the safety audit comments and concluded that, although there are safety issues at both roads and junctions, the issues at Wharf Lane junction are the most concerning, because they are more difficult to mitigate through design modifications. This is due to the lack of physical space available between existing building footprints on either side. The buildings on both sides also limit inter visibility between turning traffic, pedestrians and cyclists. Junction inter visibility is much better at Water Lane than at Wharf Lane.

As you know, the Wharf Lane junction is currently a narrow one-way (Exit Only) arrangement with a well-used contraflow cycle lane. Even operating as it does now with a one-way arrangement, there is a long



Table 7-1 – Stage 1 Road Safety Audit Summary

Problem	Location	Summary	Recommendation
General	Wharf Lane and Water Lane	Narrow two-way road may lead to a risk of collisions between vehicles and between vehicles and cyclists	Ensure that any pinch points on the carriageway are minimised so that there is sufficient width for vehicles to pass each other safely
Local Alignment	Wharf Lane and Water Lane	Insufficient width at junction mouths, resulting in collisions between vehicles travelling in opposite directions and collisions between vehicles and pedestrians	If possible, retain the one-way arrangement for Wharf Lane and Water Lane. As a minimum, provide bollards or other physical features on the corners of the junctions to protect waiting pedestrians
	Wharf Lane and Water Lane	Two-way working introduces the risk of reversing vehicles, which may result in collisions between vehicles and collisions between vehicles and pedestrians	Ensure that there is sufficient carriageway space at the ends of Wharf Lane and Water Lane for vehicles to turn around
Junctions	N/a	No issues have been identified	N/a
Walking, Cyclists and Horse Riding	North-west corner of Water Lane	Proposed kerb line runs alongside the existing bench, increasing the risk of pedestrian injury or vehicle damage	Ensure that the kerb line of the carriageway is kept a suitable distance away from any street furniture
	Junction mouths of Wharf Lane and Water Lane	Pedestrians with sight impairments may enter the road without realising, resulting in conflict with passing traffic leading to injury.	Provide suitable high-contrast tactile paving on the footway at the pedestrian crossing points, to warn pedestrians with sight impairments that they are entering a traffic environment
Traffic Signs, Carriageway Marking and Street Lighting	N/a	No issues have been identified	N/a

7.3.3. A Road Safety Assessment Stage 2 will be carried out once details define the assessment that will be required.

7.4 MANAGEMENT PLANS

7.4.1. We will describe the management plans strategies recommended to support the Proposed Developments; at this stage we anticipate these will be:

- Delivery and Servicing Strategy (Submitted under separate cover).
- Travel Plans (Submitted under separate cover).
- Waste Management Strategy (To be secured via condition).
- Framework Construction Management Plan (Provided by Arcadis).

Dispute over promenade

16:15 Mon 12 Jun

85%

AA

cabnet.richmond.gov.uk



Council picture of promenade
clearly not a lorry route as KC asserted

2:6 – Twickenham Riverside viewed



2:7 - Twickenham Riverside viewed