

LBR36/INQ-28

THE LONDON BOROUGH OF RICHMOND UPON THAMES

**TOWN AND COUNTRY PLANNING ACT 1990 – SECTIONS 226(1)(a) AND
226(3)(b)**

**LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976
ACQUISITION OF LAND ACT 1981**

**THE LONDON BOROUGH OF RICHMOND UPON THAMES (TWICKENHAM
RIVERSIDE) COMPULSORY PURCHASE ORDER 2021**

AND

**APPLICATION FOR A CERTIFICATE PURSUANT TO SECTION 19 AND
SCHEDULE 3 OF THE ACQUISITION OF LAND ACT 1981**

**REBUTTAL PROOF OF EVIDENCE ON BEHALF OF THE
ACQUIRING AUTHORITY**

LBR36/INQ-

IN RESPONSE TO EVIDENCE SUBMITTED BY:

MR MARK MONTGOMERY-SMITH REF INQ-11.3

1. INTRODUCTION

- 1.1. This is further proof of evidence (“rebuttal”) by witnesses for the Acquiring Authority in response to the additional statement prepared by Mr Mark Montgomery-Smith (Eel Pie Island Boatyard) regarding safety concerns (INQ-11.3).
- 1.2. This rebuttal addresses additional points raised by Mr Montgomery-Smith. It is written by Nick O’Donnell. Details of Mr O’Donnell’s qualifications and experience are set out in his main Proof of Evidence (**LBR – 3A**). To the extent that points were raised that have already been responded to in previous rebuttals, they are not repeated here.
- 1.3. The same references and abbreviations as used in the main Proofs of Evidence and the Rebuttal Proof of Evidence (**LBR – 08**) are used in this document.

2. HIGHWAYS AND TRANSPORT

Southern end of Water Lane where it meets The Embankment

- 2.2 Four points are raised by Mr Montgomery-Smith, which are as follows:
 - 2.2.1 Deliveries must be made to Eel Pie Island and other commercial premises by HGVs which will have to interact with other service vehicles. It is hard to say how they can do this with the proposed system of two-way vehicular traffic.
 - 2.2.2 Deliveries can be made to Eel Pie Island at short notice and the receiver has no control over these delivery times.
 - 2.2.3 Delivery vehicle dwell times will increase because of delivery vehicles needing to park further away from the Eel Pie Island Bridge leading to more vehicular congestion along The Embankment.
 - 2.2.4 Instances of tidal flooding make the proposed turning area less visible for motorists and more difficult to turn in.
- 2.3 In response to the first point, Page 19 of Appendix D of the updated Transport Assessment (CD 4.08D) shows that an articulated HGV with dimensions of 12m x 2.5m can turn around safely at the southern end of Water Lane and drive northwards to egress to King Street while other service vehicles such as refuse vehicles of 10.4m x 2.5m are temporarily parked nearby.

- 2.4 Surveys commissioned by the Council over 24-hour periods from Friday 6 March 2020 to Monday 16 March 2020 showed that Water Lane was serviced by 66 vehicles per 24-hour weekday. Thirty-six service trips were by motorcycle, 25 by light-goods vehicle, 3 by bicycle, and two by HGV. The Embankment was serviced by an average of 42 vehicles per 24-hour weekday. Of these, 25 were light-goods vehicles, 14 were by car, two by HGV, and one by bicycle. This gives an average of 108 vehicles over a typical 24-hour weekday period.
- 2.5 Table 6-24 of the updated Transport Assessment (CD 4.08) states that the Scheme will create 22 additional servicing trips per 12-hour day. If the Scheme-related service trips are included, this gives a likely average of 130 service vehicular trips per 24-hour weekday. Given that swept path analyses have been submitted which show that the largest vehicle likely to need to service The Embankment and Eel Pie Island can turn around safely, and the low number of service vehicular trips per 24 hours (5.4 vehicular trips per hour over 24 hours), it is unlikely that there will be conflicts between service vehicles needing to turn.
- 2.6 In response to the second point, vehicles will be able to fully access the Embankment between the hours of 07:00 and 10:00. If there are ad-hoc deliveries outside of this, the barriers can be opened up to allow authorised vehicles to pass through in exceptional circumstances, (see paragraph 2.9 below and paragraph 4.7 of the Council's Rebuttal of Document S-4: Tower of Power (Eel Pie Island Bridge Company), (LBR15).
- 2.8 In response to the third point, the number of dedicated vehicular loading bays north-west of the Eel Pie Island Bridge on The Embankment will increase from 3 bays to 6 with the Scheme goes ahead. It is therefore less likely that service vehicle dwell times will increase because drivers cannot find somewhere to park their vehicles or will have to park further away from the bridge.
- 2.9 In response to the fourth point, the barriers/bollards proposed on The Embankment can be opened after 10.00 in exceptional circumstances. The Council would consider tidal flooding as an exceptional circumstance. This would allow any service vehicle unable to use the turning area to drive west along The Embankment and up Wharf Lane.