

Stag Brewery, Mortlake

Community Liaison Group Presentation
Tuesday 6th June

Contents

- Key Issues and Objectives
- Technical Work Undertaken to Date
- Emerging Transport Strategy
 - Parking
 - Highway Access
 - Public Transport
 - Walking and Cycling
- Next Steps



Chalkers Corner

Sheen Lane Roundabout

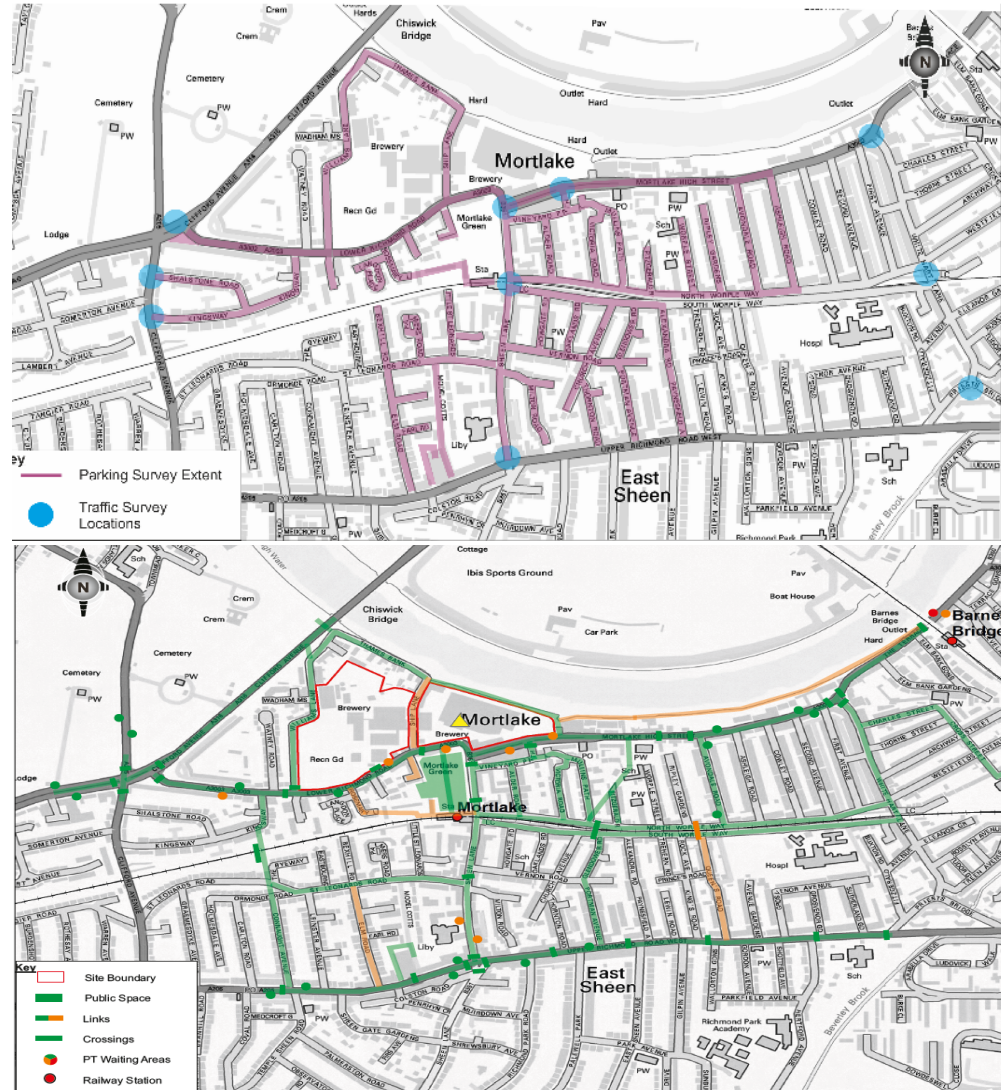
- Lack of through routes from the station to the river.
- Bus Stop Provision

Sheen Lane Level Crossing

Understanding of the Area

Extensive Surveys of: -

- Traffic Flows and Turning Counts;
- Similar local sites to inform Trip Generation estimates;
- Level Crossing Timings;
- Parking; and
- Pedestrian and Cycle Network Audits.

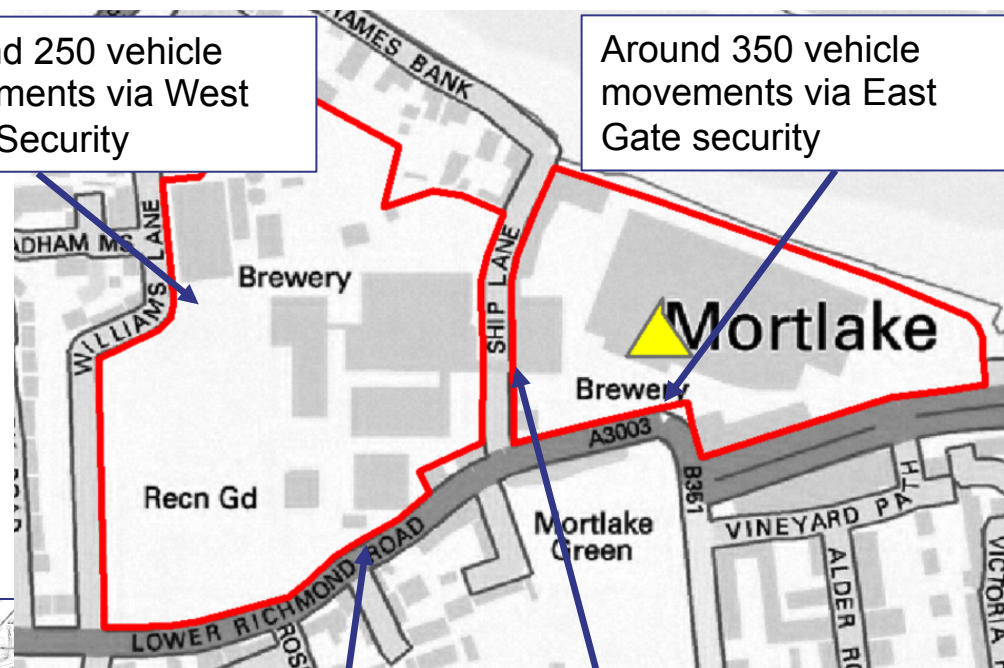


Understanding of the Impacts

- Historic Traffic Generation
- Use of established database of similar sites to predict trip generation
- Survey of local sites with similar characteristics as agreed with LBRuT and TfL

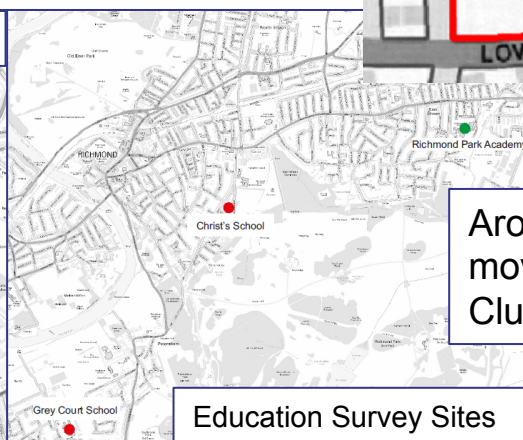
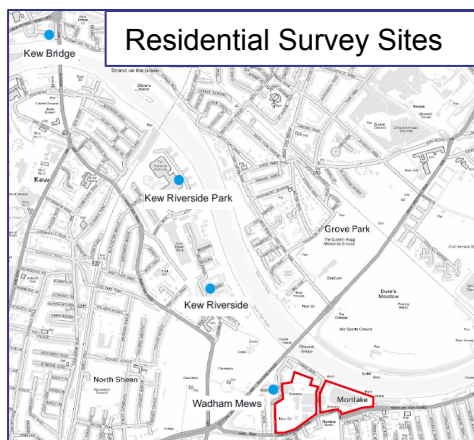
Around 250 vehicle movements via West Gate Security

Around 350 vehicle movements via East Gate security



Around 200 vehicle movements via Ship Lane Car Park

Around 30 vehicle movements via Sports Club Car Park



Emerging Sustainable Transport Strategy – Key Objectives

- Create Permeable Development with priority for Pedestrians and Cycles
- Improve Pedestrian / Cycle Access to site
- Develop Parking and Access Strategy to minimise impacts of Traffic
- Improve Public Transport Links
- Improve Chalkers Corner

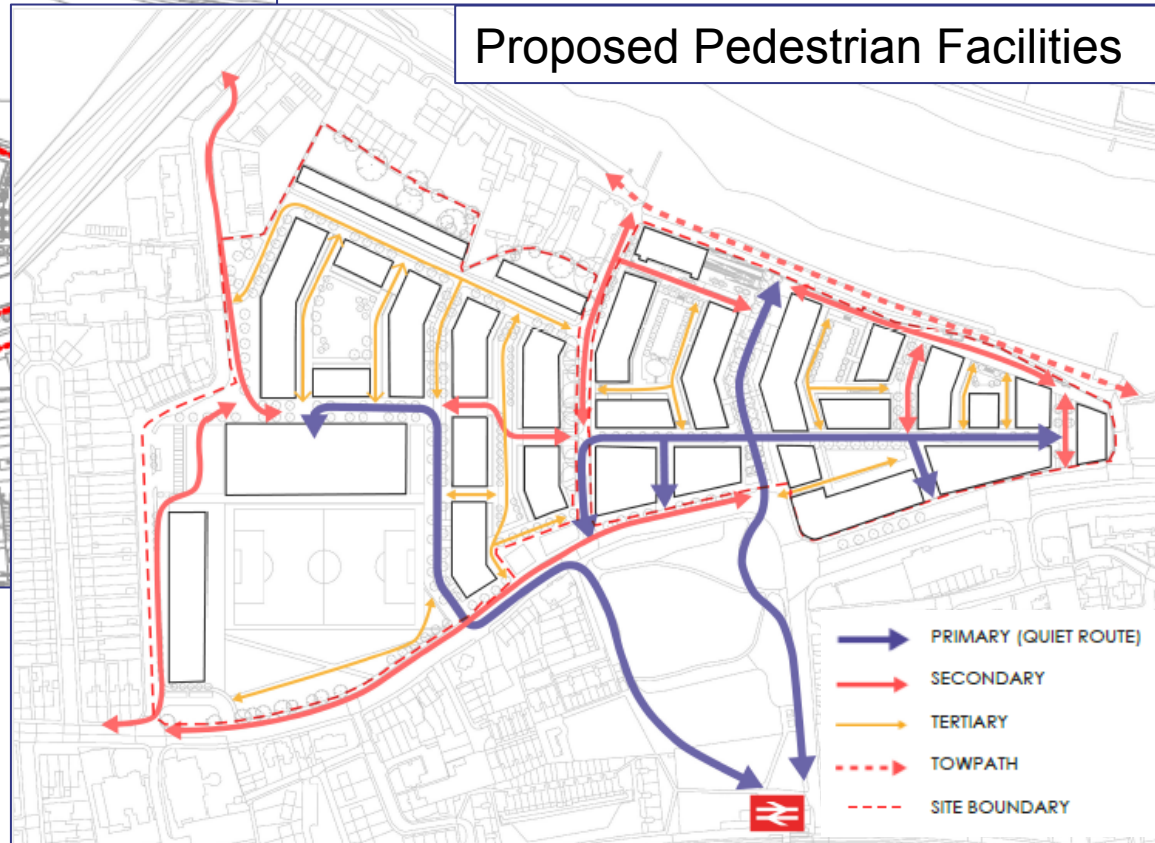


Existing and Proposed Pedestrian Hierarchy

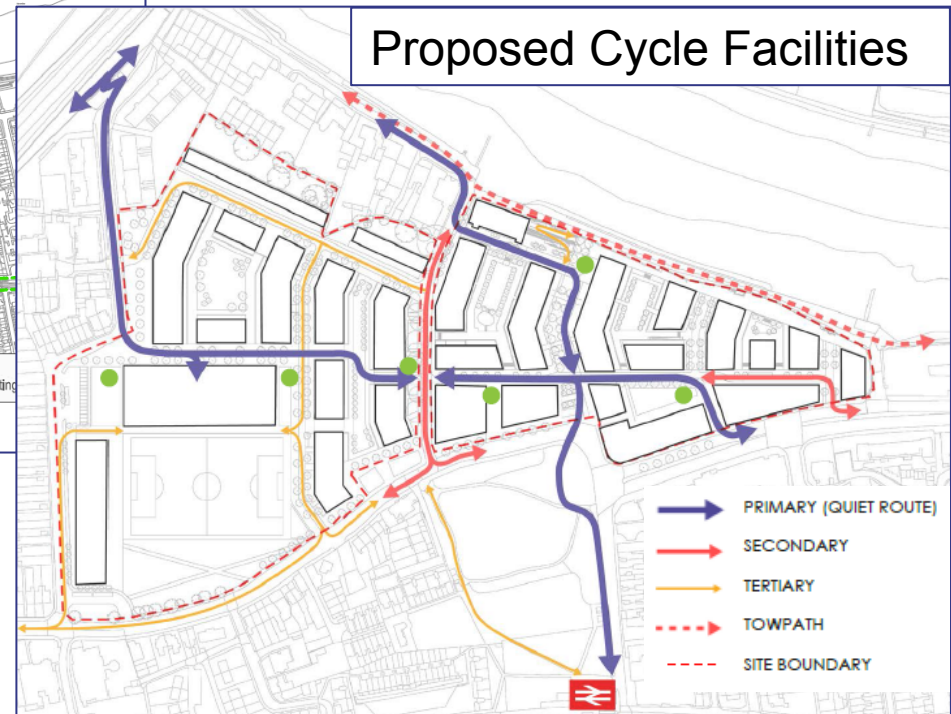
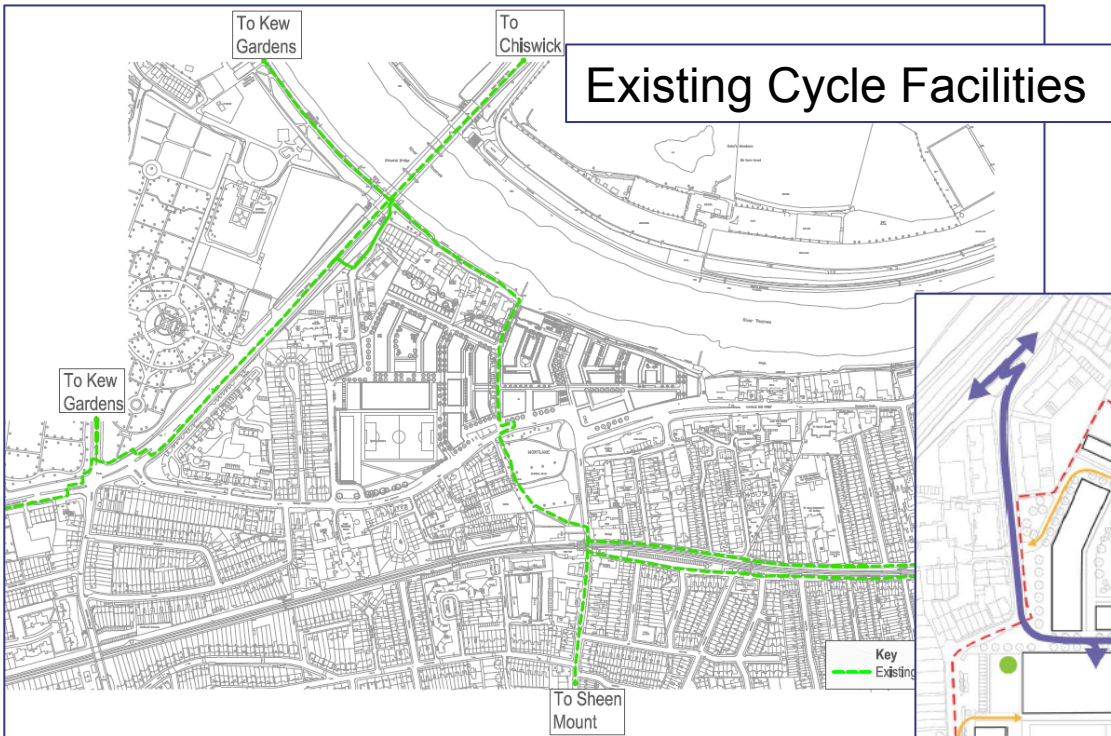
Existing Pedestrian Facilities



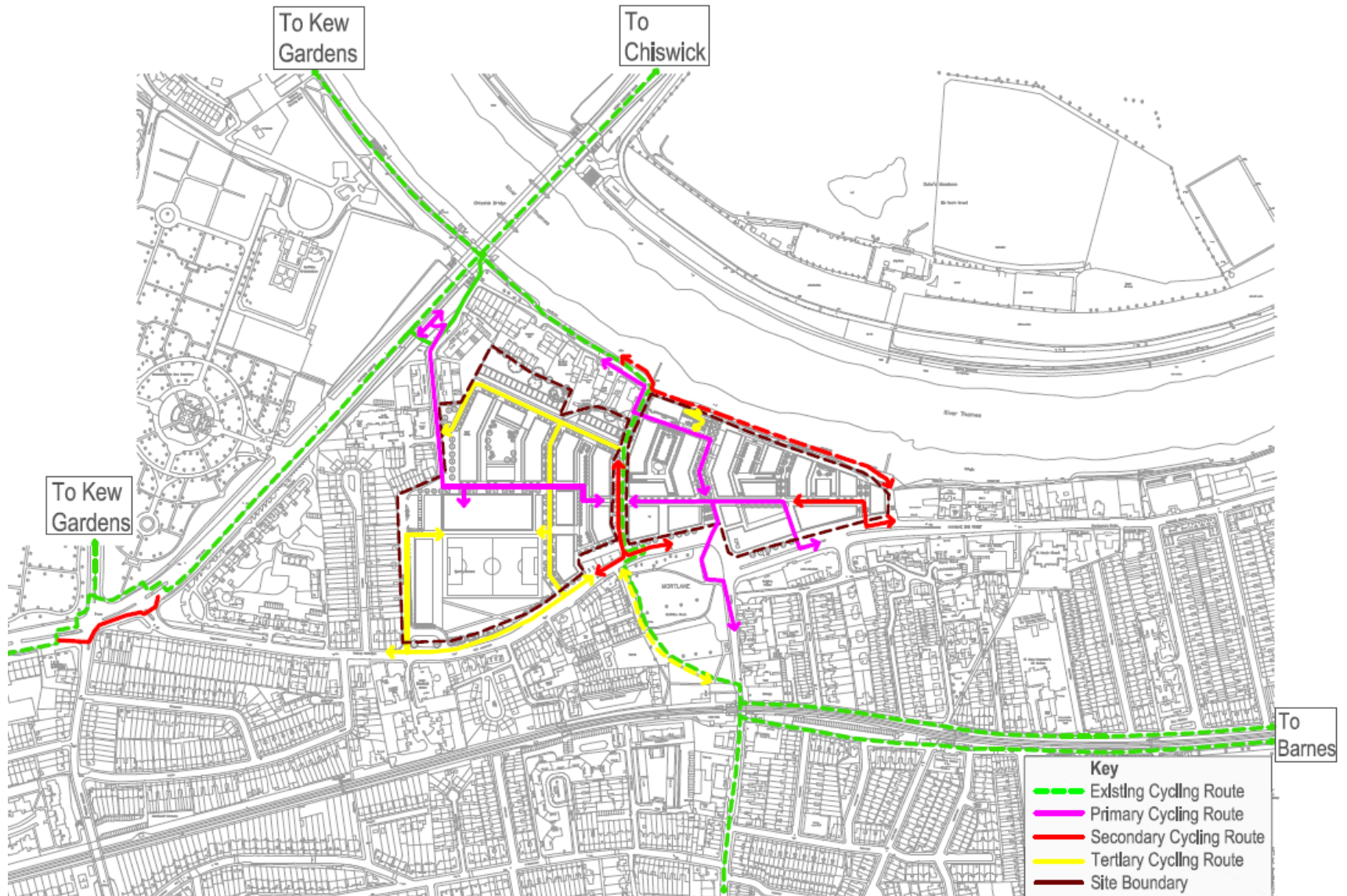
Proposed Pedestrian Facilities



Existing and Proposed Cycle Access Plan

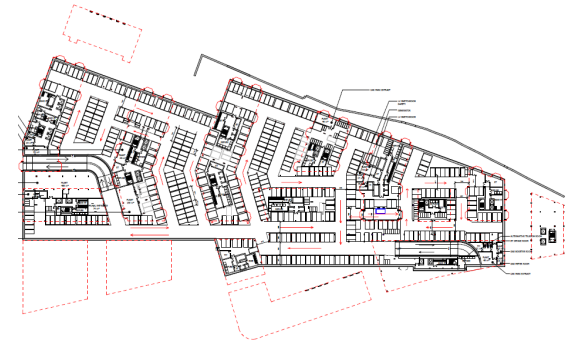
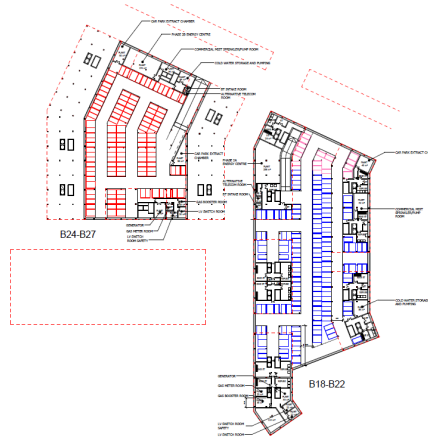


Wider Cycle Network



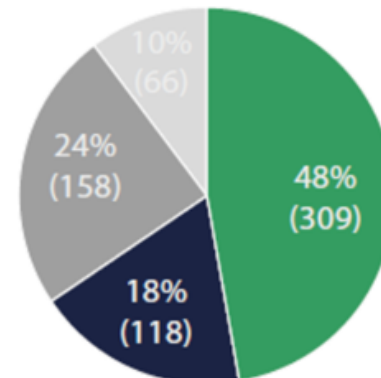
Parking Proposals

- All on site parking to be included within the basements
- Parking Ratio of 0.8 spaces per residential unit to be applied
- Total number of parking spaces is approximately 430 in the eastern car park and 420 in the western car park.
- Controlled Parking Zone (CPZ) could be consulted on and could be implemented both on and off site. New residents would not qualify for a permit.



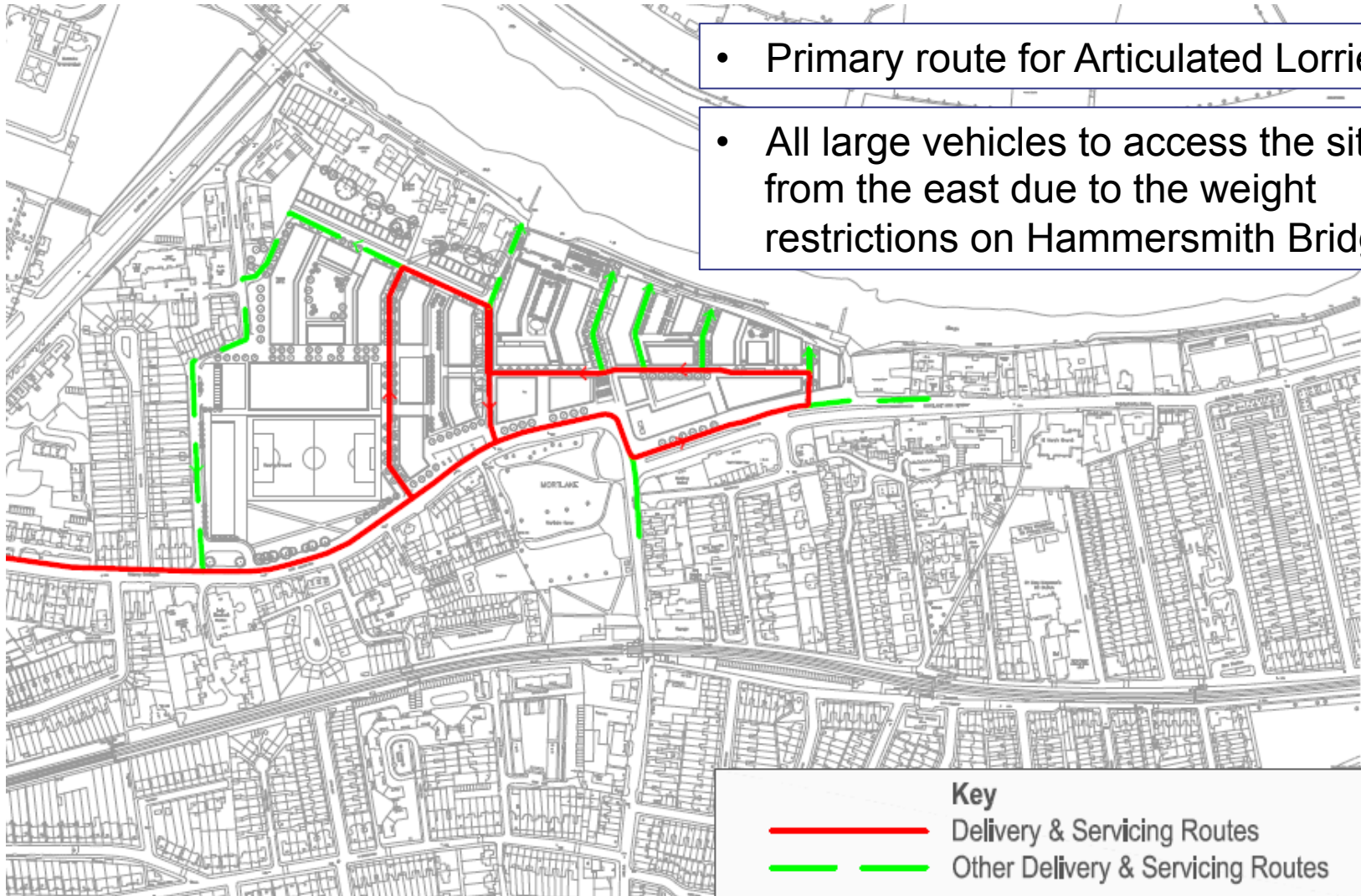
CPZ OPINION: 651 responses received

● NO RESPONSE ● NO
● NEUTRAL/ DON'T KNOW ● YES

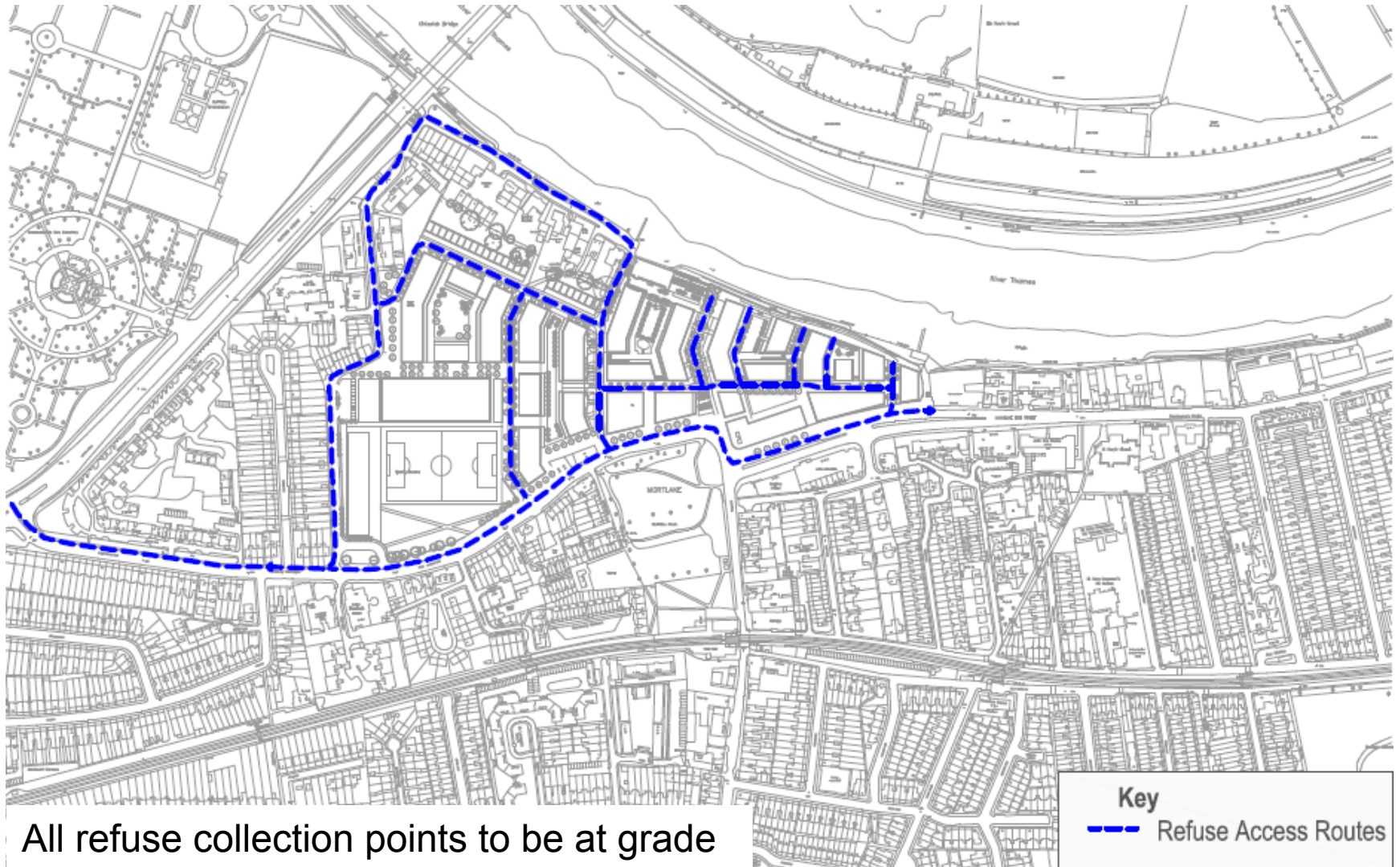


Primary Delivery and Servicing Routes

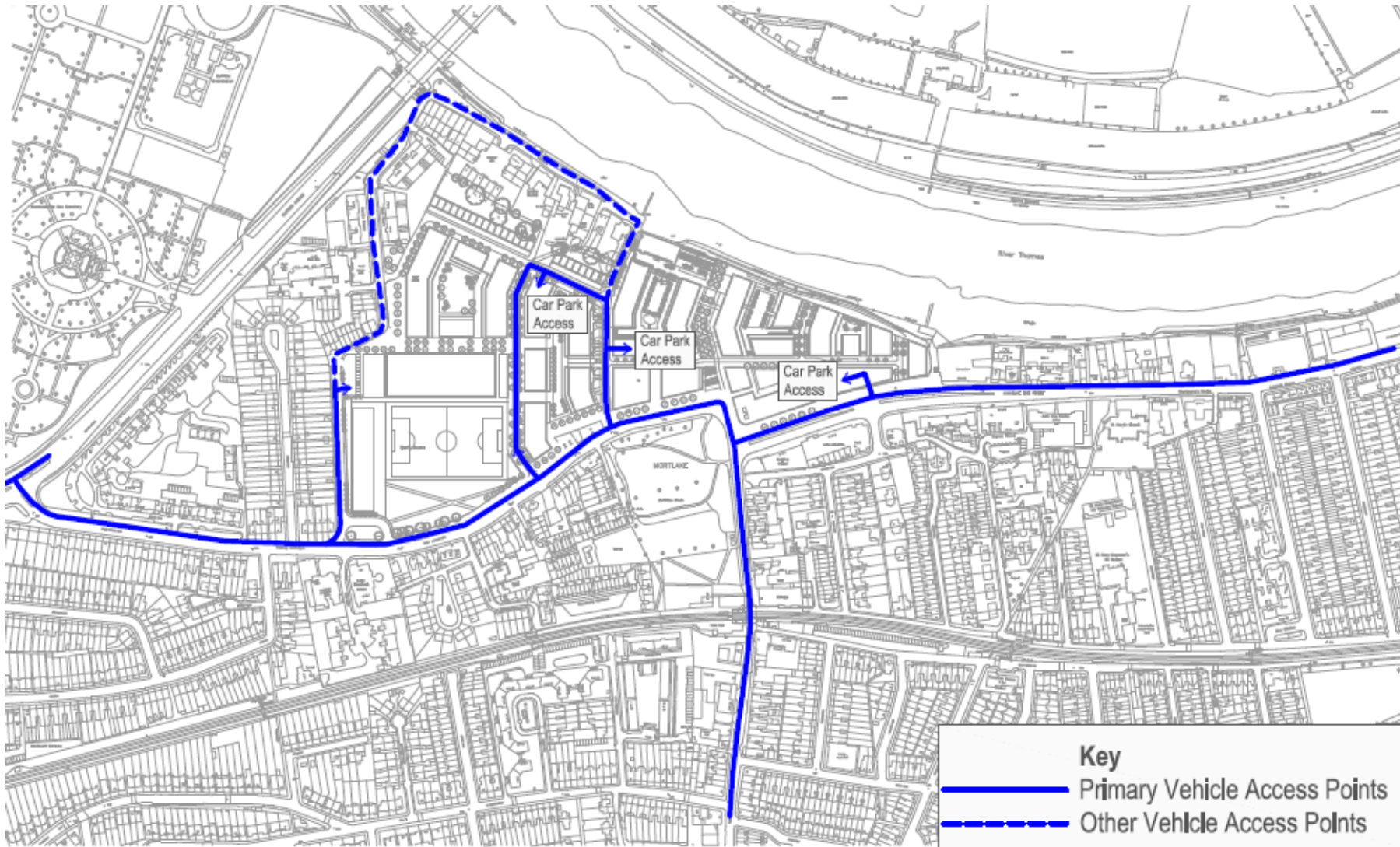
- Primary route for Articulated Lorries
- All large vehicles to access the site from the east due to the weight restrictions on Hammersmith Bridge



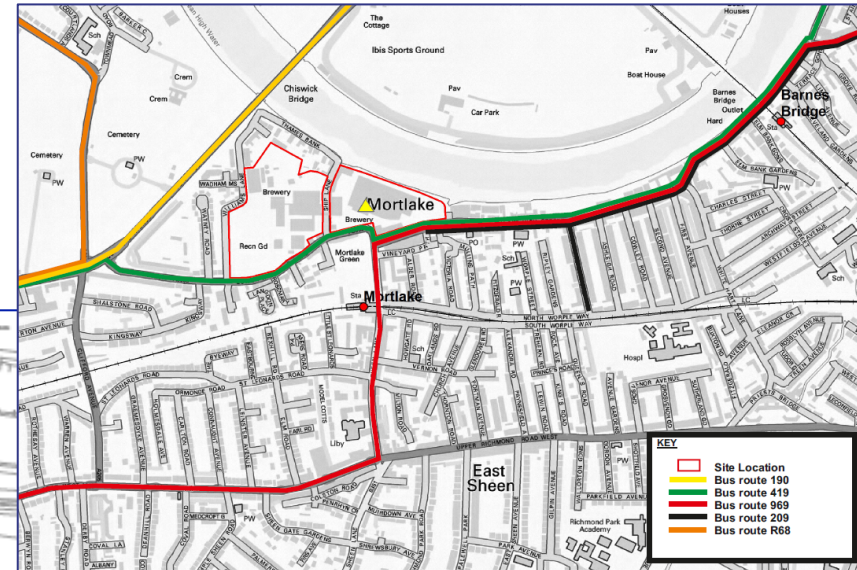
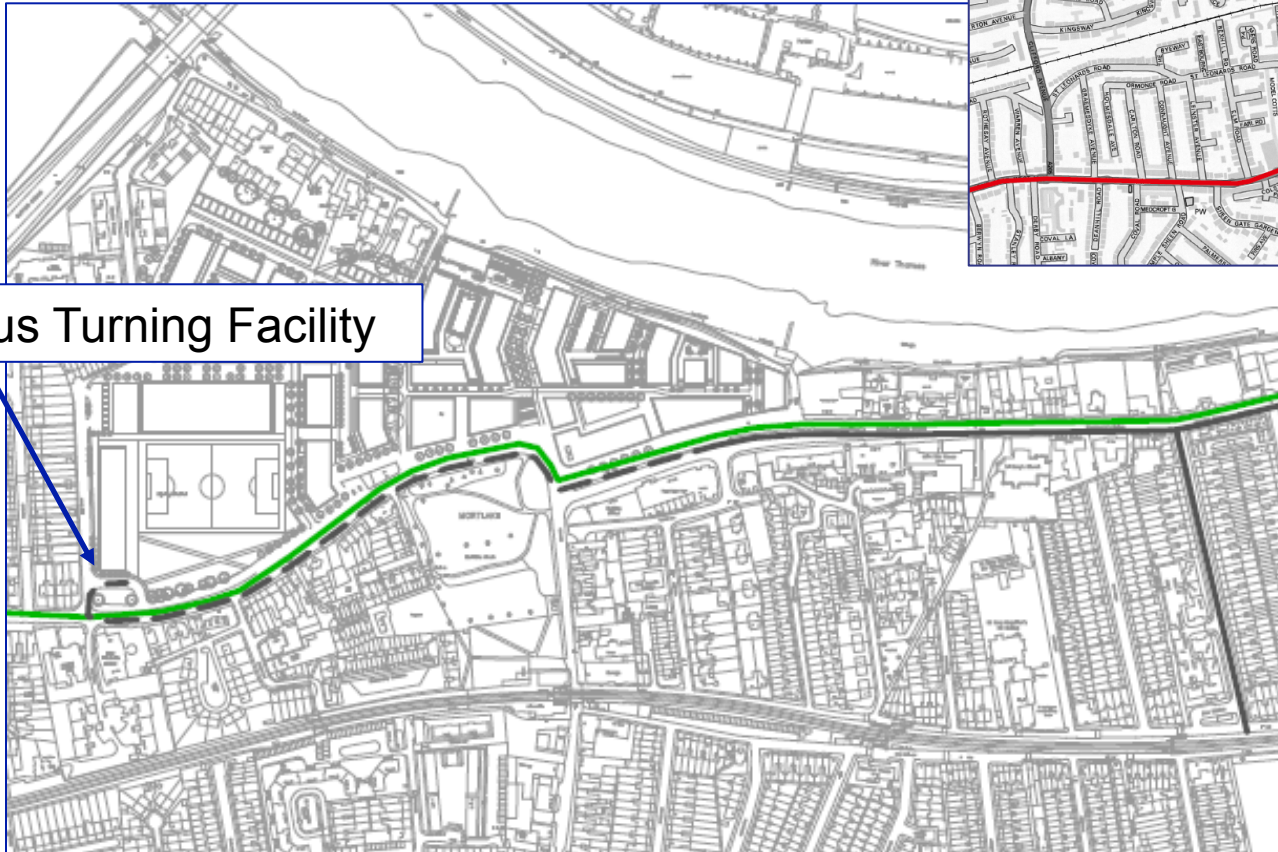
Refuse Access Routes



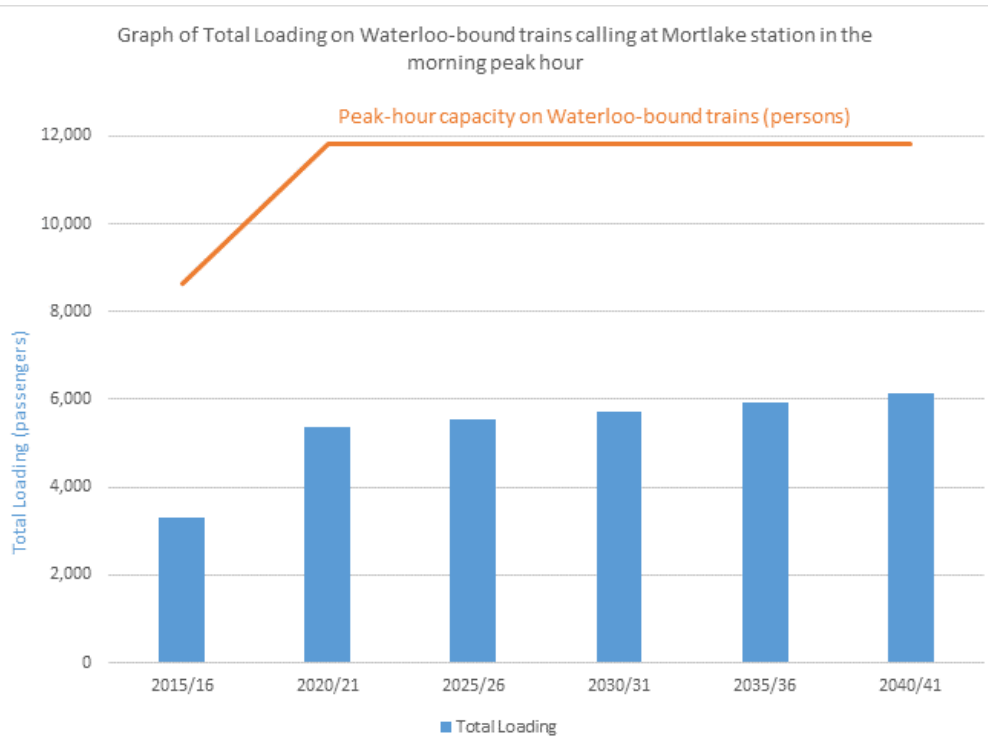
Vehicle Access Points



Public Transport - Buses



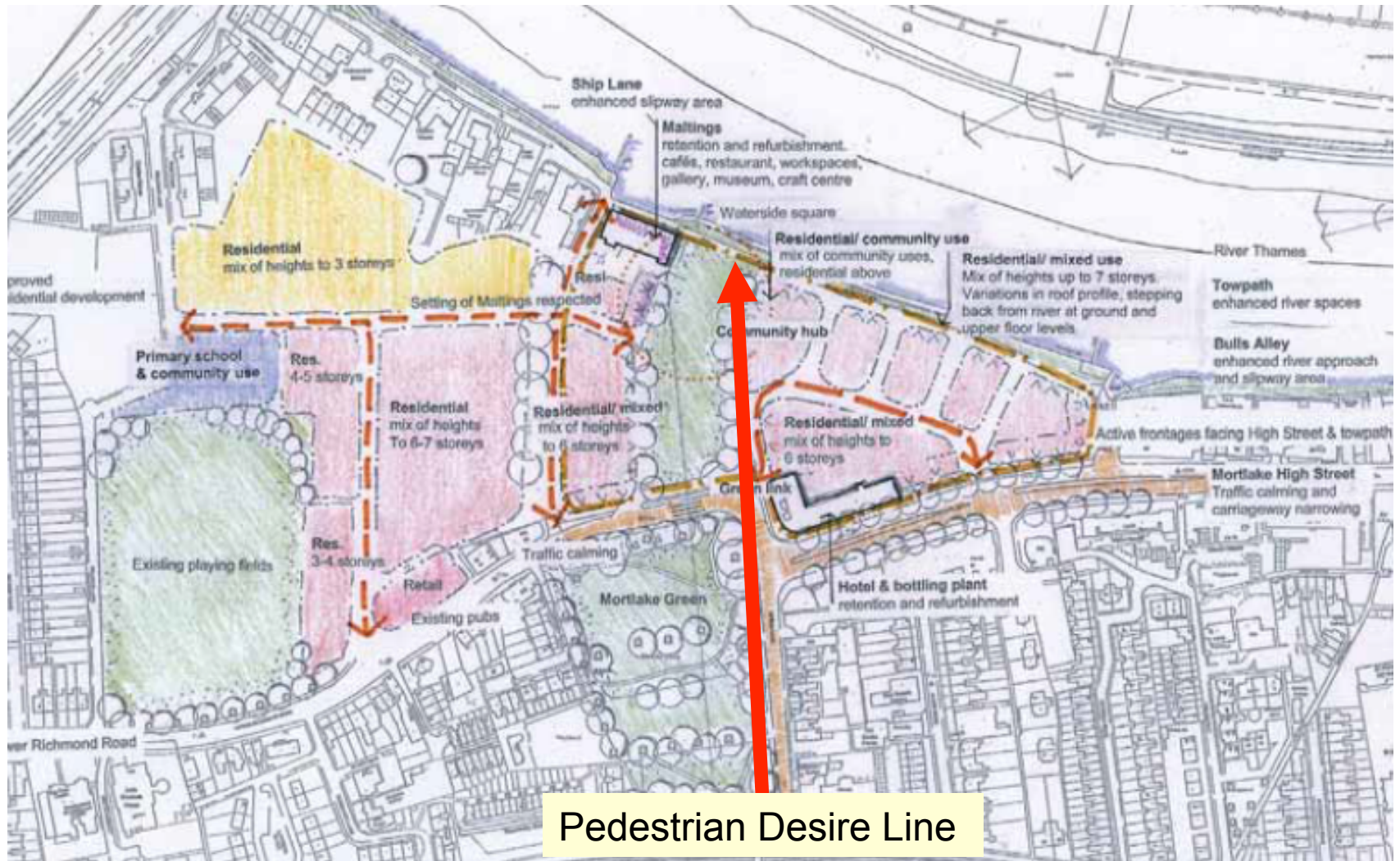
Public Transport - Rail



- Rail capacity increases in 2020 due to the new train stock introduced on the Mortlake line with increased capacity.
- AM peak trains currently below capacity and set to remain below capacity until at least 2040/41
- Although seats are all utilised, there is still standing room available
- Level Crossings are currently down for on average 8 times per hour for an average of 4 and a half minutes
- As no new services are introduced, only increased capacity on existing services, this will stay the same in future.



Design Brief



MORTLAKE GREEN IMPROVEMENT PROPOSALS
PROPOSAL - GREEN LINK CONNECTION



The Green Link - Context Plan

Lower Richmond Road – Mortlake High Street



- ① Proposed new kerb line
- ② Proposed loading bay
- ③ Proposed controlled crossing
- ④ Proposed new trees
- ⑤ Pedestrian crossing
- ⑥ Proposed widened path (3.5m wide) to be shared by pedestrians and cyclists
- ⑦ Existing bus stop
- ⑧ Widened road median for informal pedestrian crossing
- ⑨ Proposed new trees to Sheen Lane
- ⑩ Proposed widened path (3.5m wide) to be shared by pedestrians and cyclists
- ⑪ Shared path connection to Railway Station and beyond. Cycle connection to Richmond Park
- ⑫ Mortlake Train Station

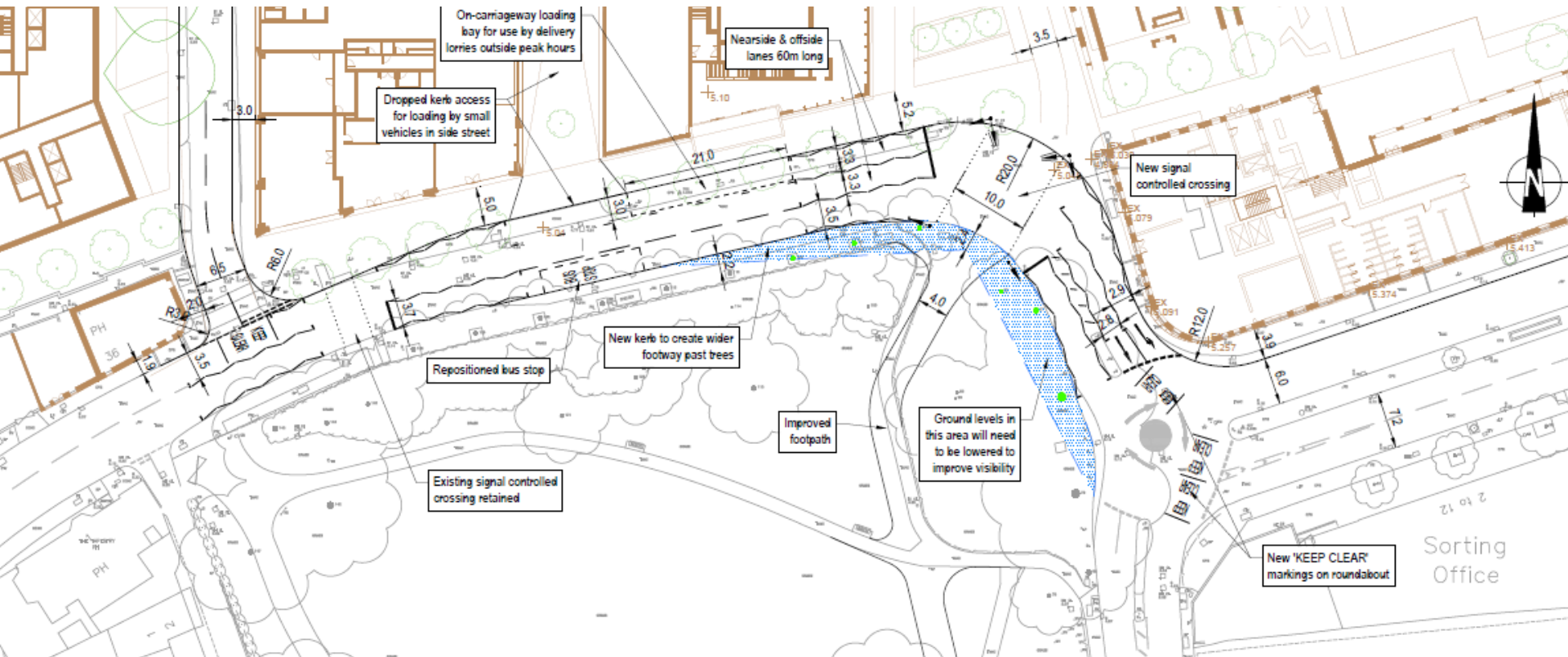


MORTLAKE GREEN IMPROVEMENT PROPOSALS

Lower Richmond Road Enlargement Plan

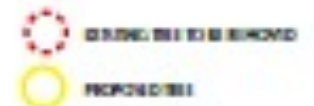


Lower Richmond Road

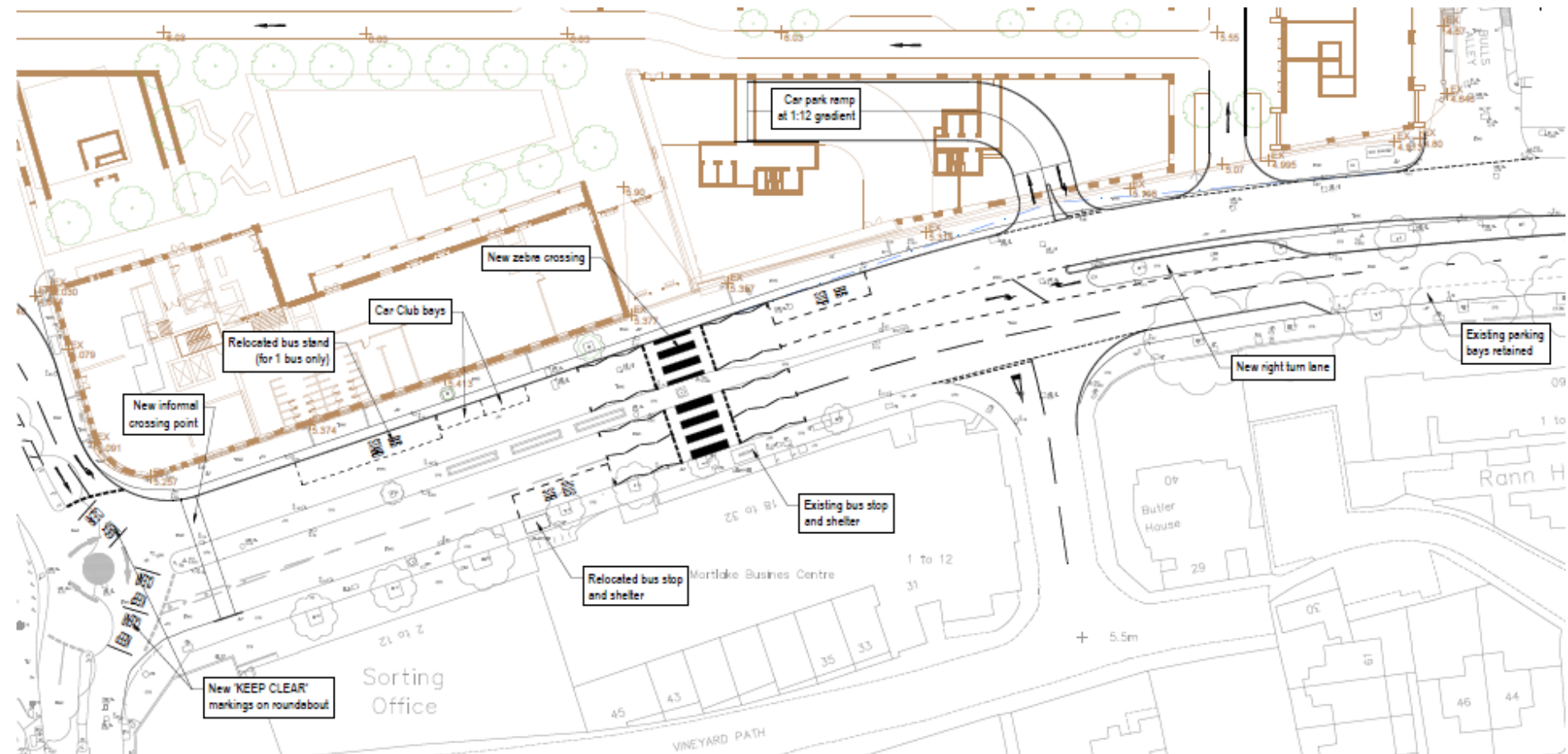


MORTLAKE GREEN IMPROVEMENT PROPOSALS

Existing tree retention and removal plan



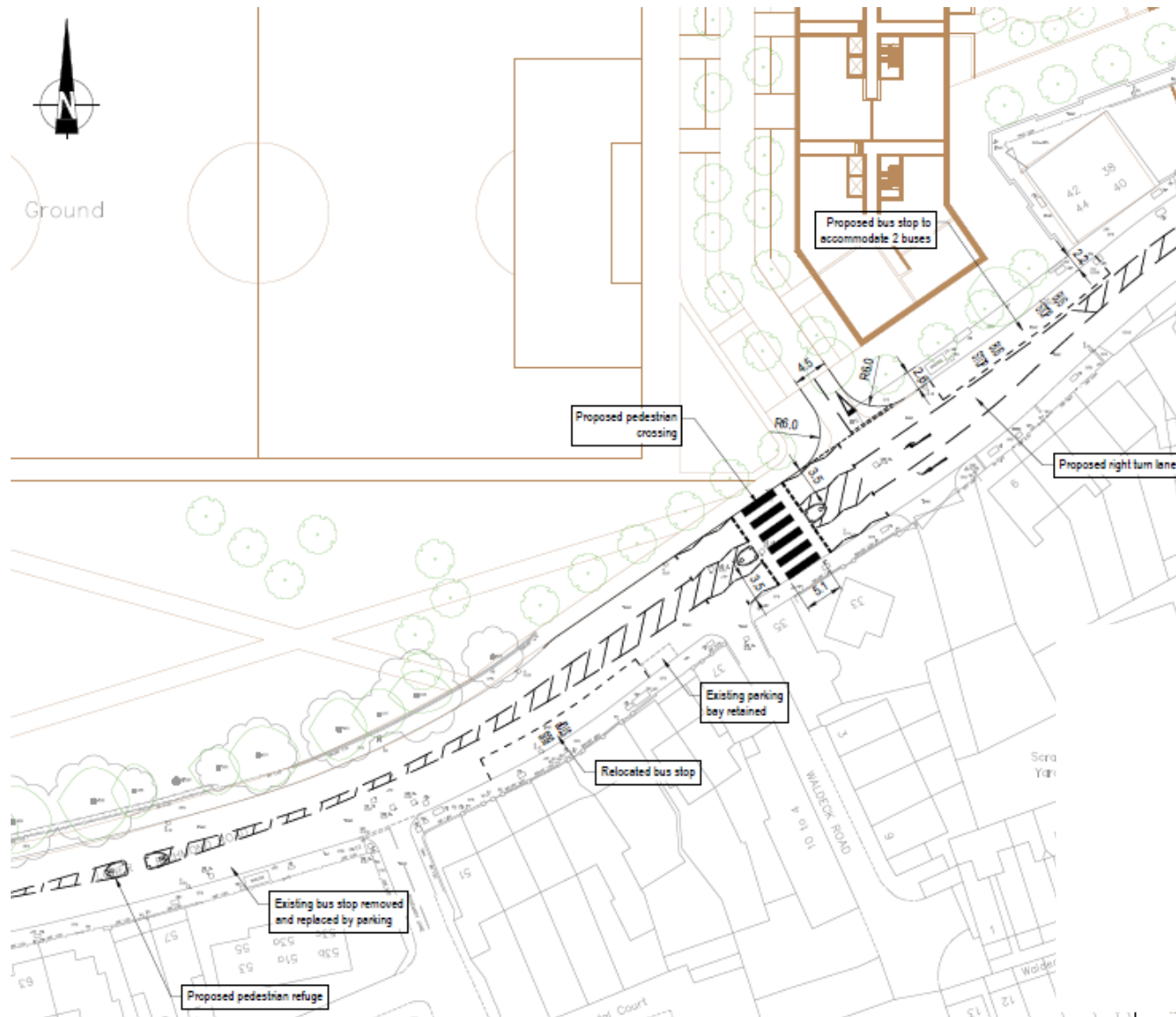
Mortlake High Street



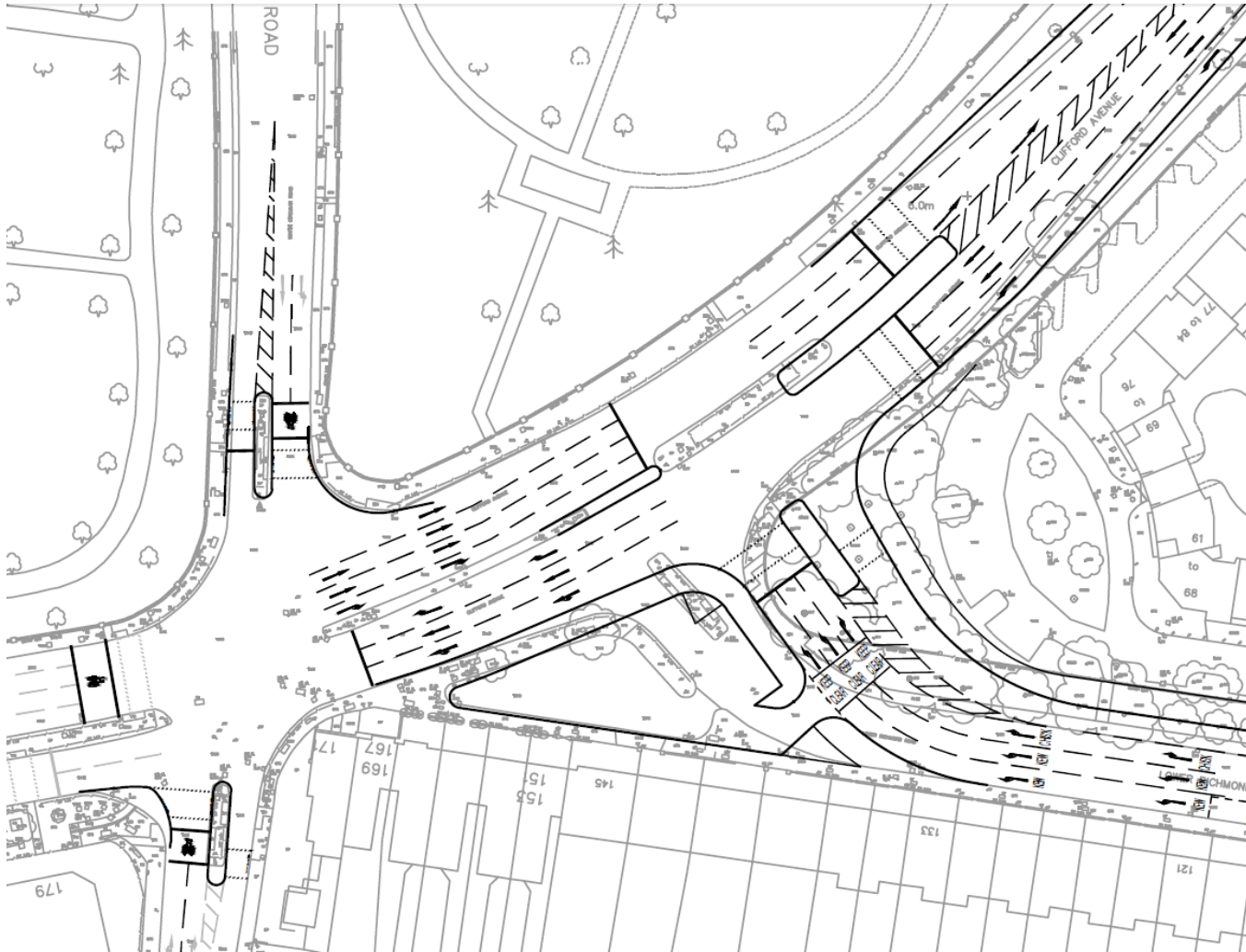
Mortlake High Street



Lower Richmond Road – West of Ship Lane



Chalkers Corner



CHALKERS CORNER IMPROVEMENT PROPOSALS
AERIAL VIEW



CHALKERS CORNER IMPROVEMENT PROPOSALS
EXISTING INTERSECTION



 Trees to be removed



Chalkers Corner



Next Steps

- TfL Strategic Modelling – Ongoing
- TfL – Bus Service review
- Complete Local Microsimulation Modelling
- Travel Planning



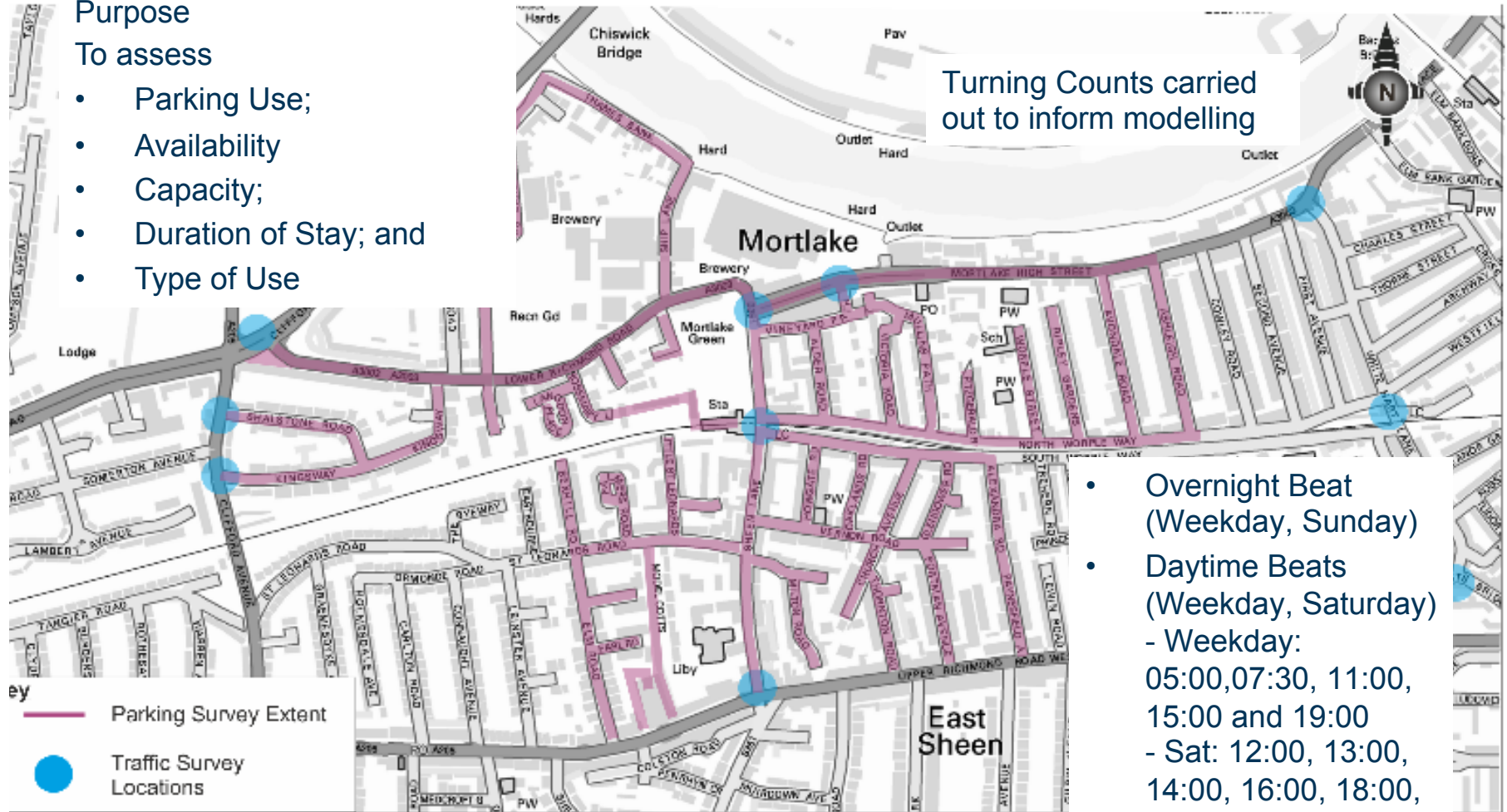


Traffic and Parking Surveys

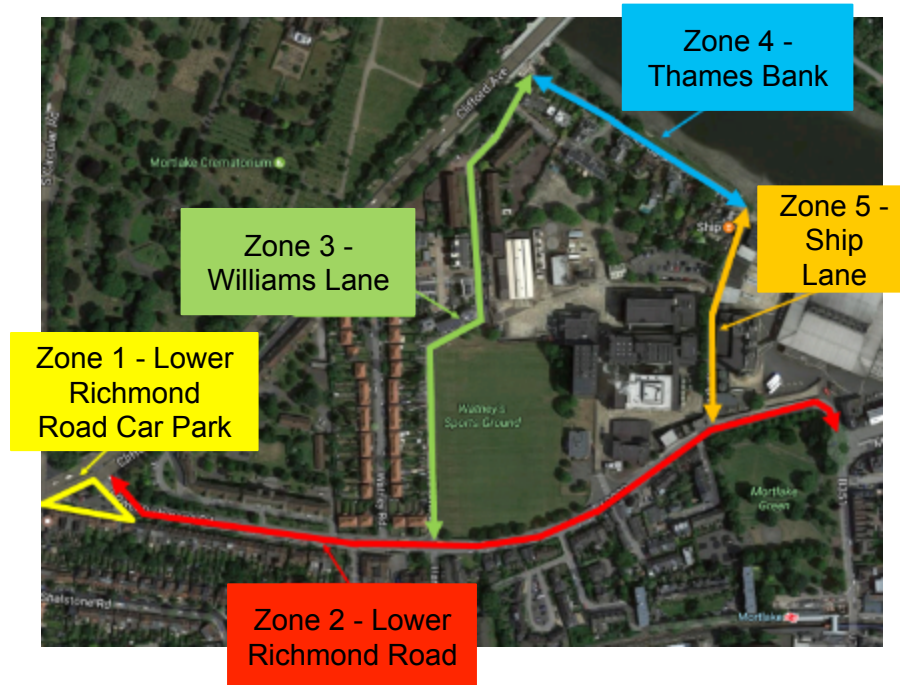
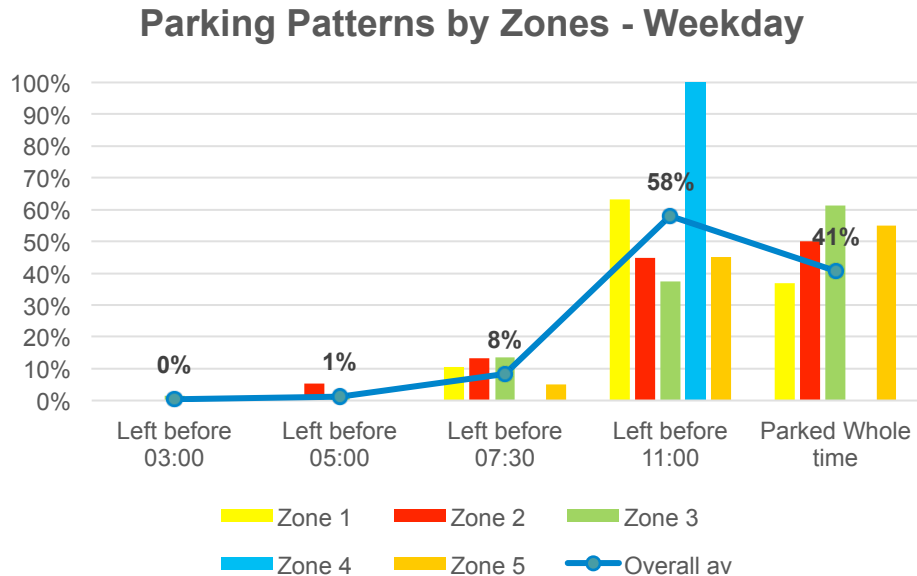
Purpose

To assess

- Parking Use;
- Availability
- Capacity;
- Duration of Stay; and
- Type of Use

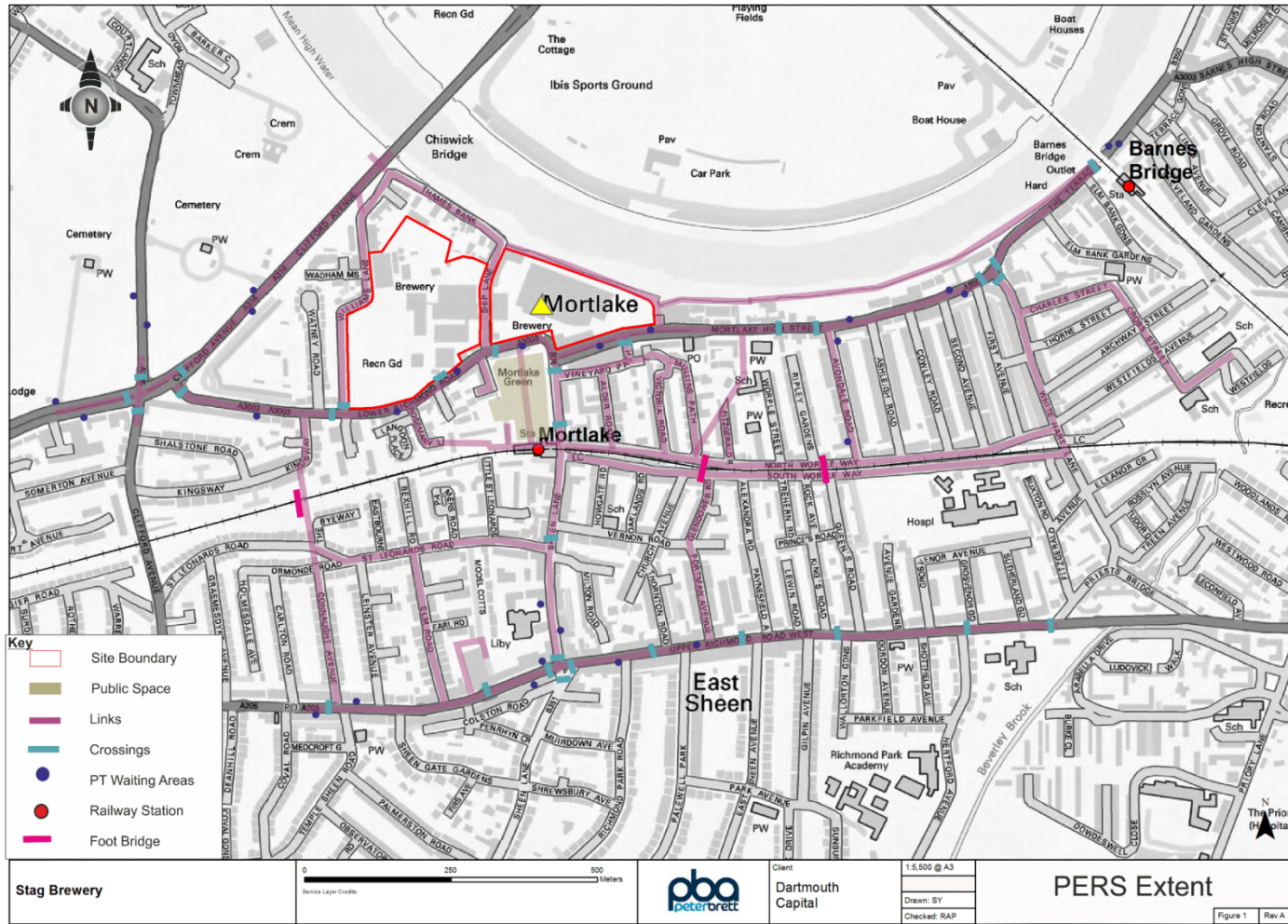


Number Plate Analysis



- Demonstrates that there is no commuter parking
- Majority of Vehicles leave between 07:30 and 11:00 or remain parked throughout the day

Pedestrian Environment Review System (PERS) Extent



8 out of 41 links scored Amber, all the rest scored Green

Ship Lane

Thames Path

Mortlake

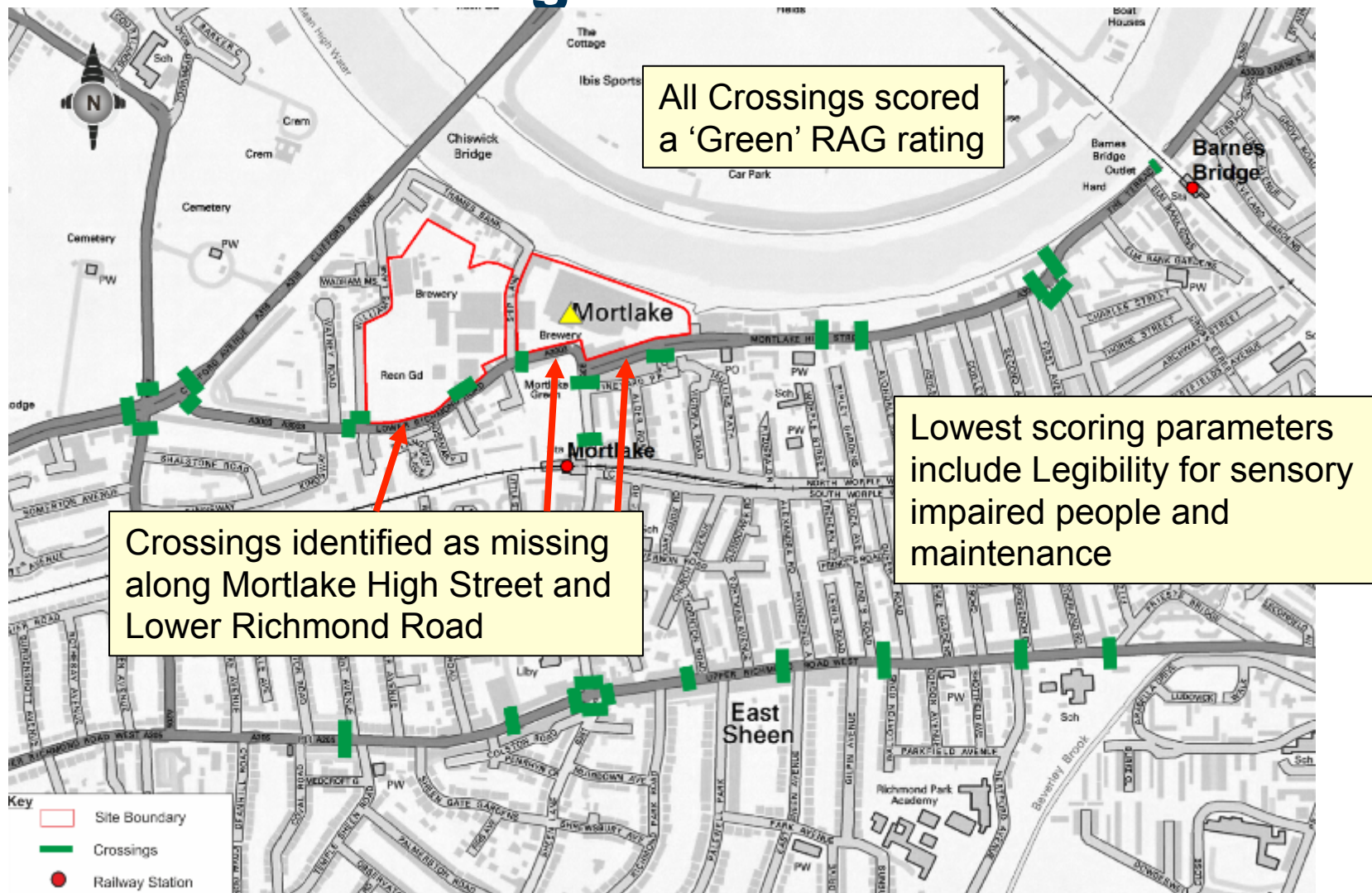
Notable amber links in close proximity to site include Ship Lane and Thames Path due to width of footways and isolation from main routes

Improvements proposed to those links in close proximity to the site

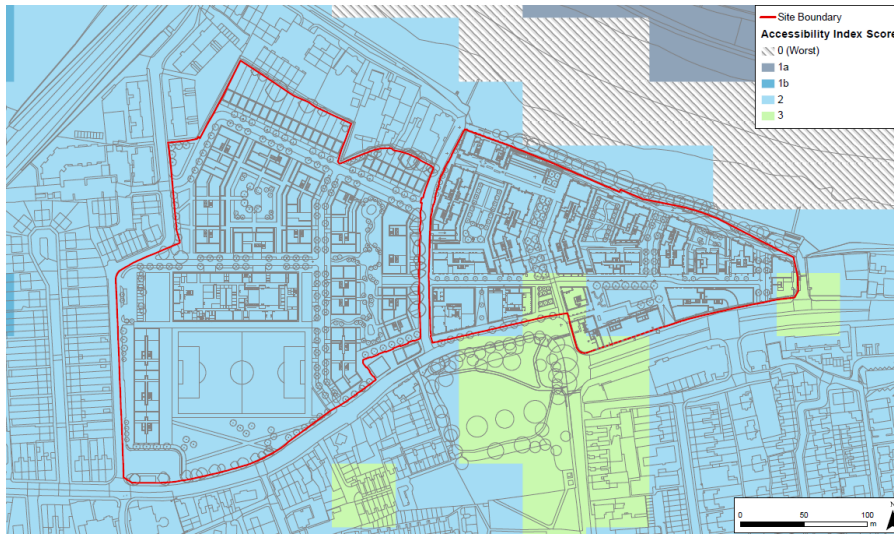
Key

- Site Boundary
- Links
- Railway Station

Review of Crossings

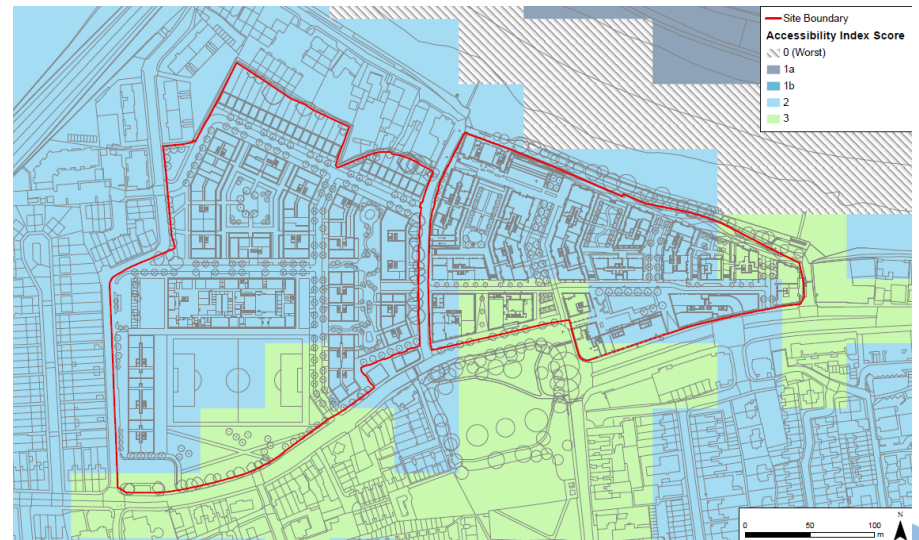


Public Transport Accessibility Levels

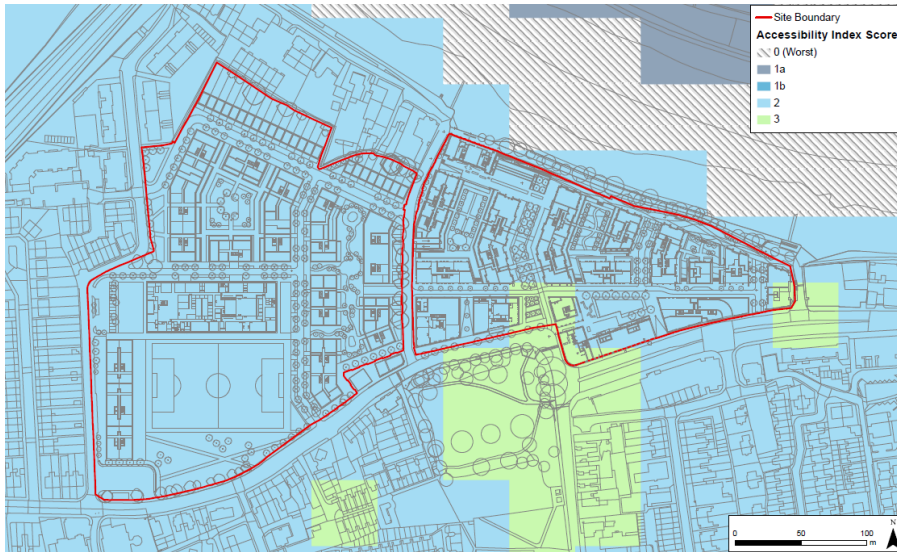


Masterplan with existing Stops

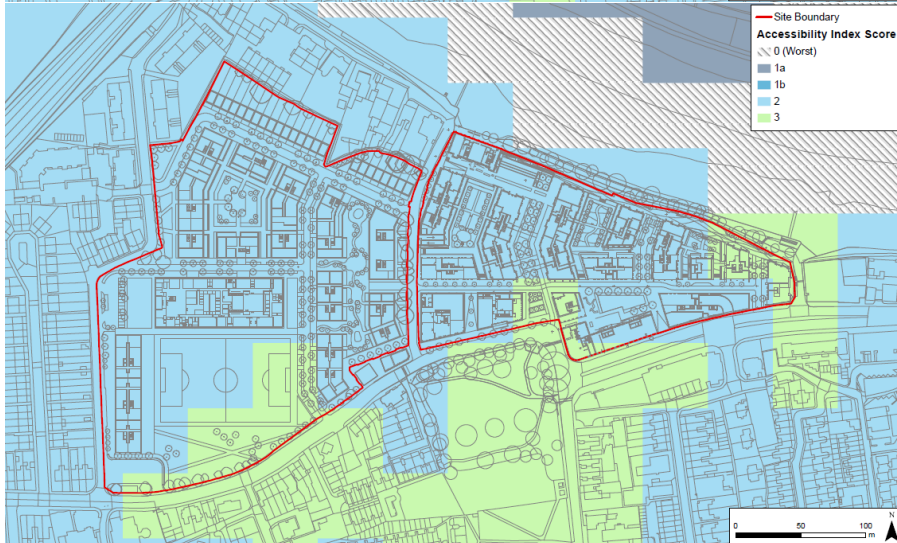
Base with 209 extension



Public Transport Accessibility Levels



Proposed with existing Stops



Proposed with 209 extension



Current Situation

- Mortlake station lies on the Windsor Lines (via Richmond) loop
- This loop runs at full line capacity of 12 tph (8 tph calling at Mortlake) during off-peak times
- Between 0700-0800 (the 'peak hour' for railway commuting) this service is reduced to 7tph calling at Mortlake
- Morning peak hour loading at Mortlake station in the Waterloo-bound direction

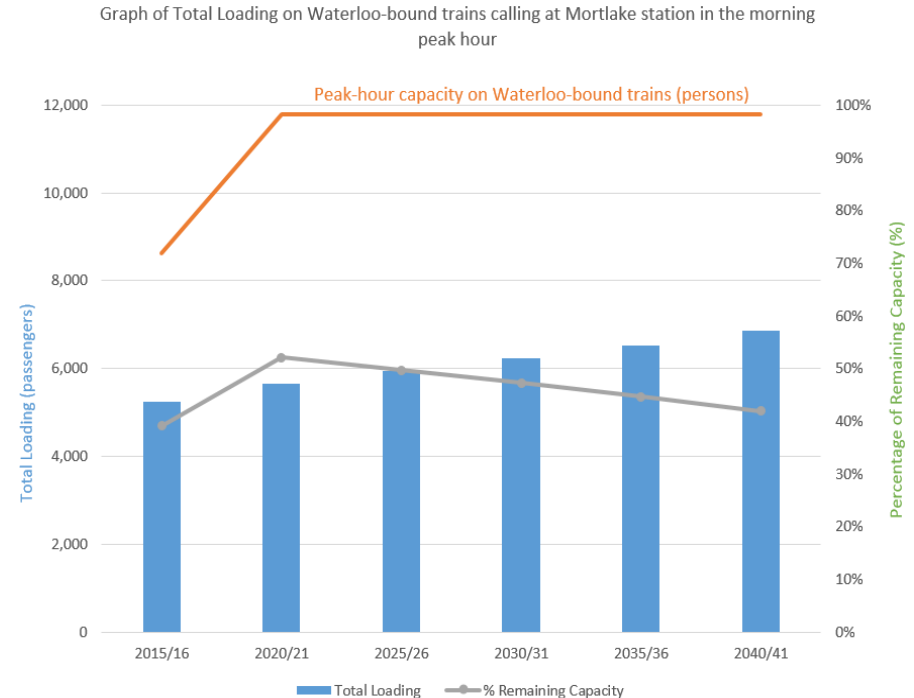


Current Capacity	Loading	Remaining Capacity
8,624 (3,304 seated)	5,254 (3,304 seated)	39% (0% seated)

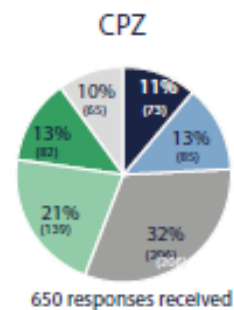
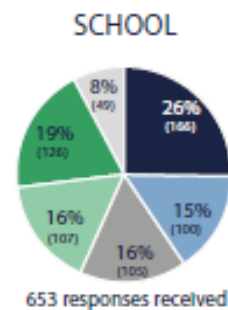
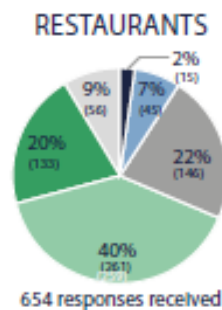
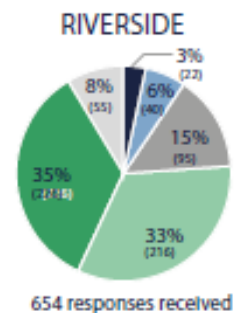
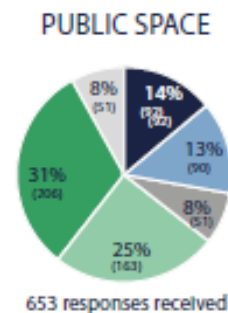
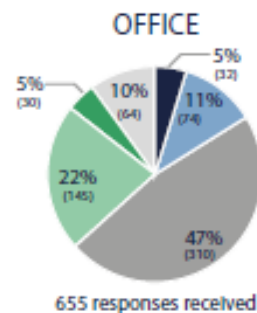
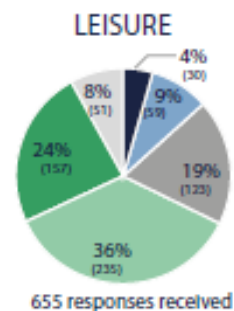
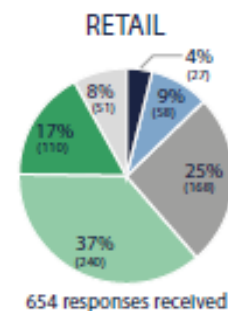
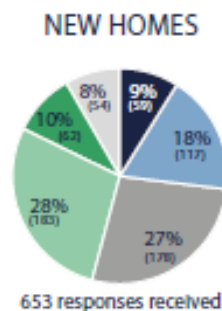
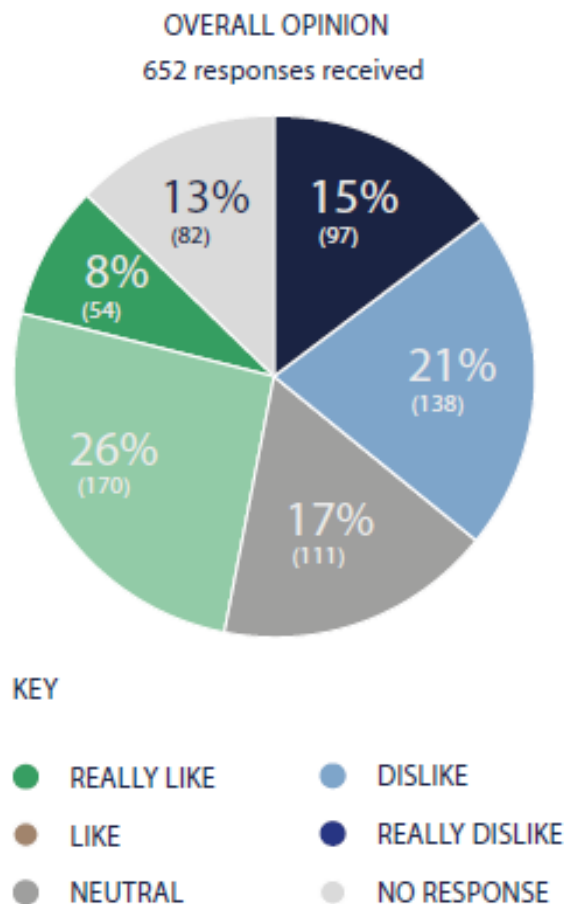


Future Situation (2020/21-2040/41)

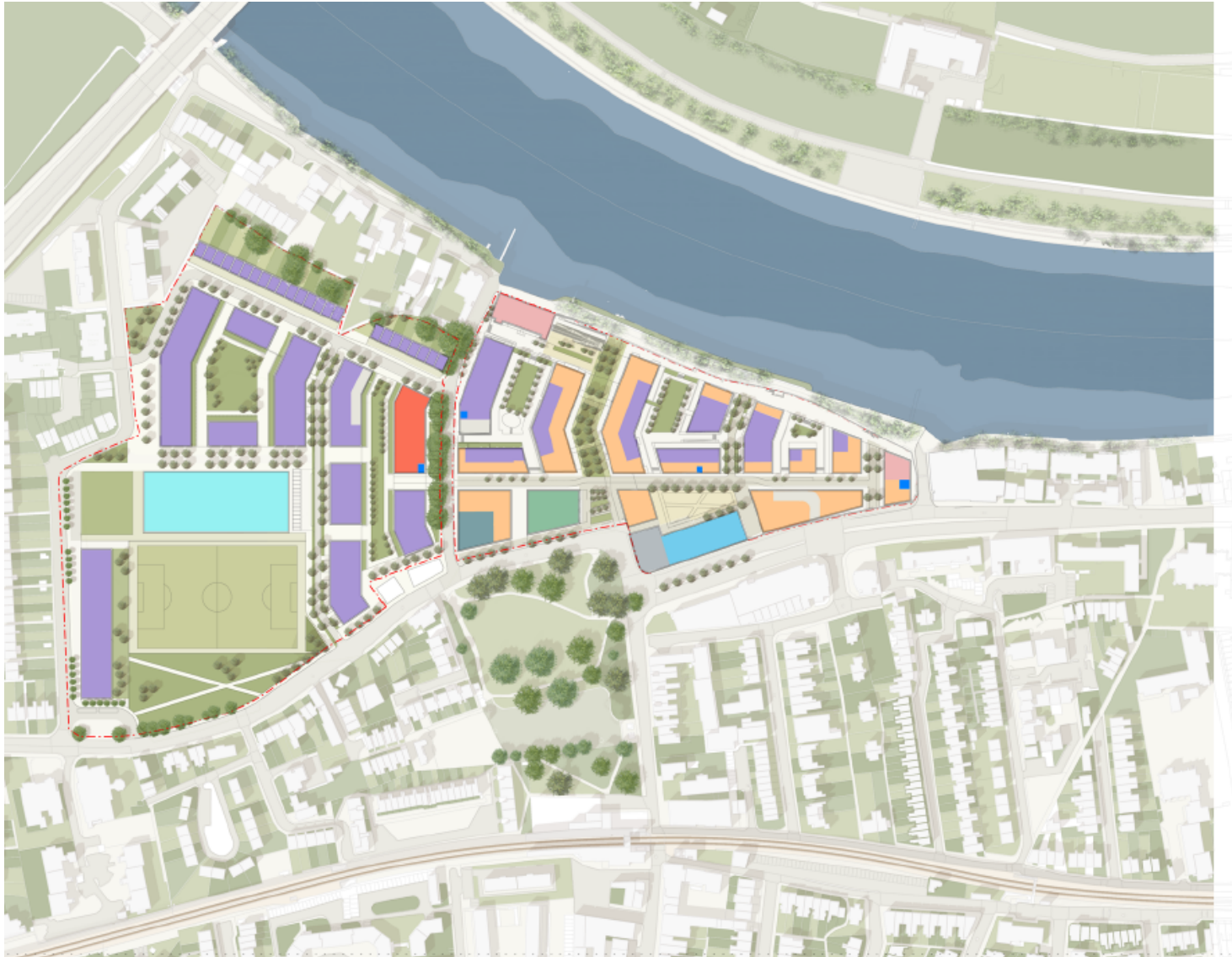
- New franchise operator, FirstMTR, will provide:
 - new trains on all Windsor services by 2020
 - infrastructure upgrades to allow 4 extra tph on the Windsor Lines by 2020, however, none will be via Richmond due to the constraints of level crossings
 - 8 tph in the morning peak hour calling at Mortlake
 - new trains have not been announced but will be 10-carriages long and their capacity is anticipated to be similar to Class 700s
- There will be growth in annual passenger numbers in addition to new passengers from the Stag Brewery
- There will be a **substantial increase** in the remaining capacity ('empty space') in trains leaving Mortlake, despite this, due to the new trains
 - This new 'empty space' will not return to current levels until 2040/41 at the earliest
- The possible construction of Crossrail 2 (due to open in the 2030s), whilst not serving Mortlake, will have a knock-on impact -increasing capacity on the South Western franchise as a whole and leading to increased capacity at Mortlake



Overall View



Existing Masterplan



- Residential
- Basement Ramp
- Cinema
- Community Use
- Health Centre
- Office
- Retail
- School
- Substation
- Gym

Location description Date Check Sign

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Project
Stag Brewery
Richmond

Document
SITE PLAN

Rev	Date	By	Check	Sign
TC	02/28/17		11	100
16019	G100_P_00_005			

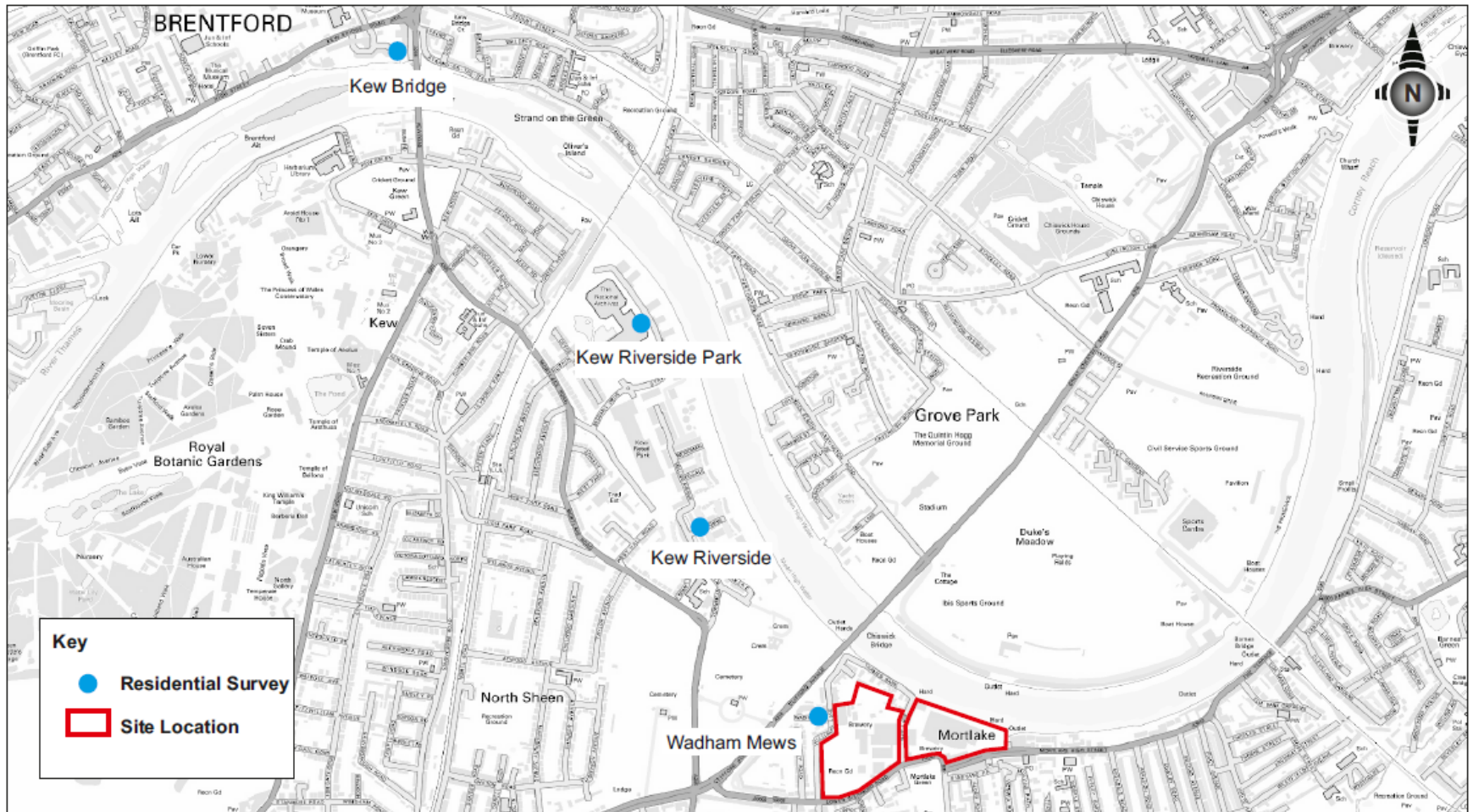


Development Schedule

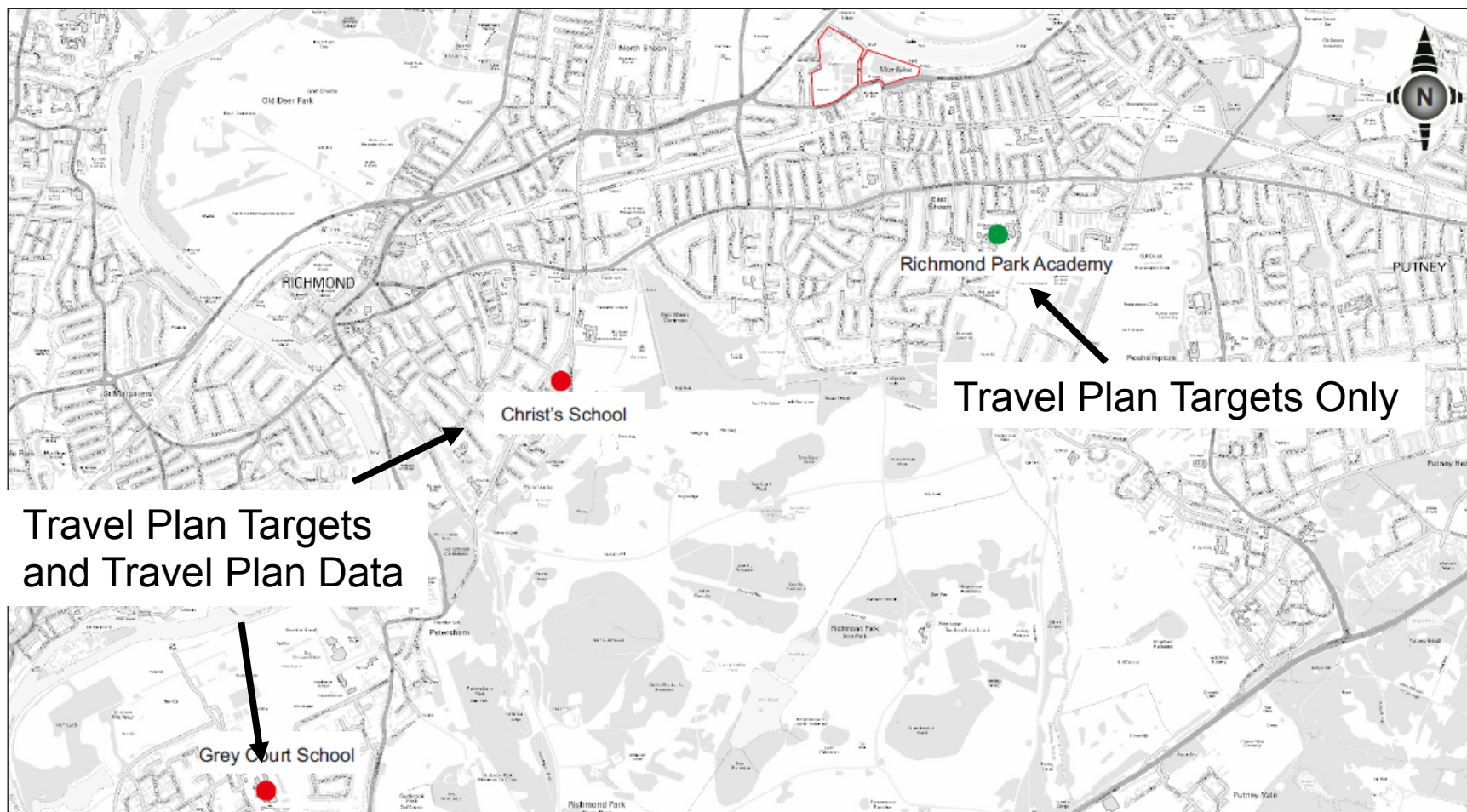
Residential	Units	946
Retail	m ²	631
Restaurant	m ²	2426
Hotel	Rooms	15
Community	m ²	741
Office	m ²	3371
Cinema	Seats	370
Gym	m ²	760
Health Care	Consulting Rooms	4
School	Pupils	1260



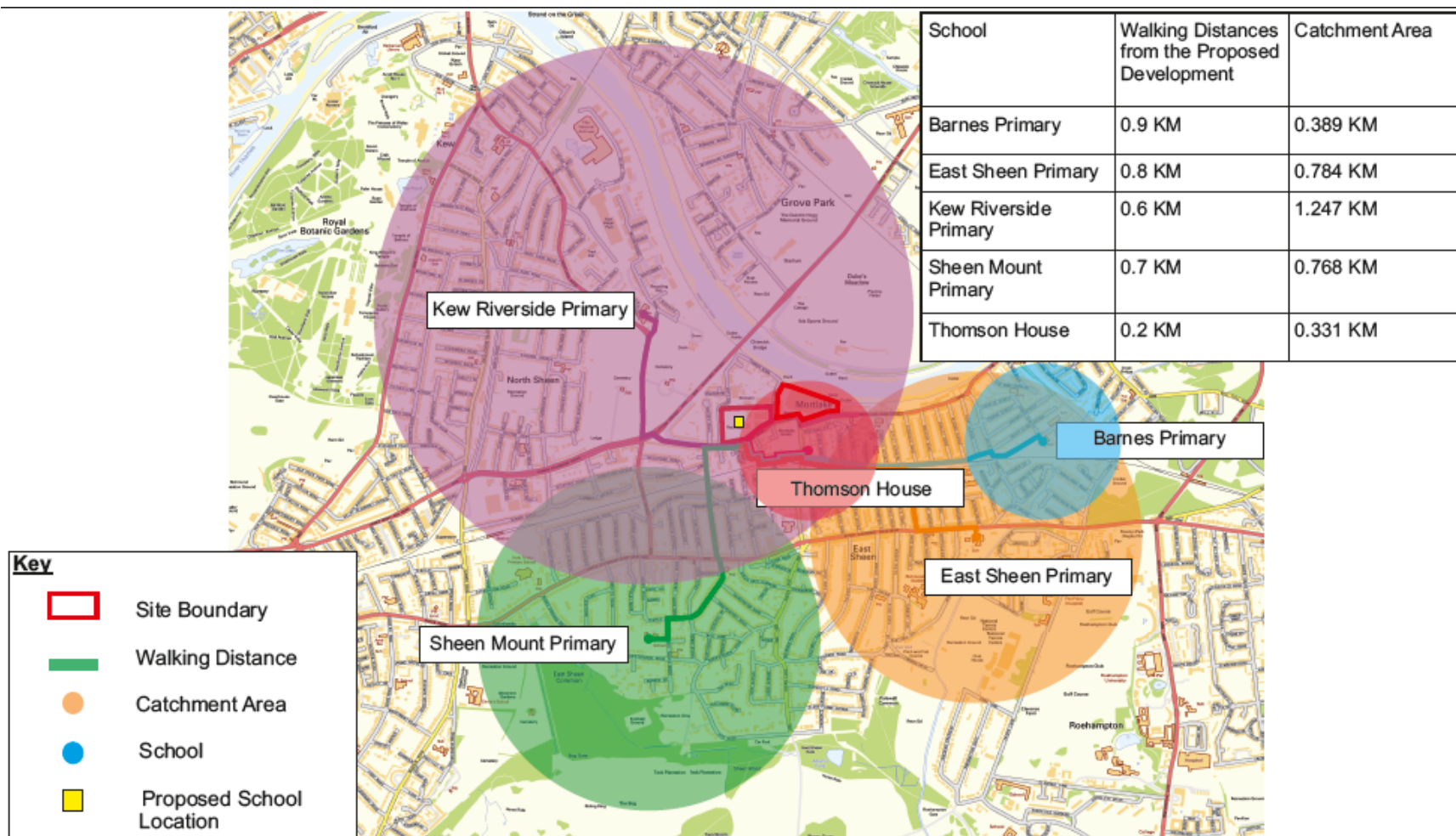
Residential Survey Sites



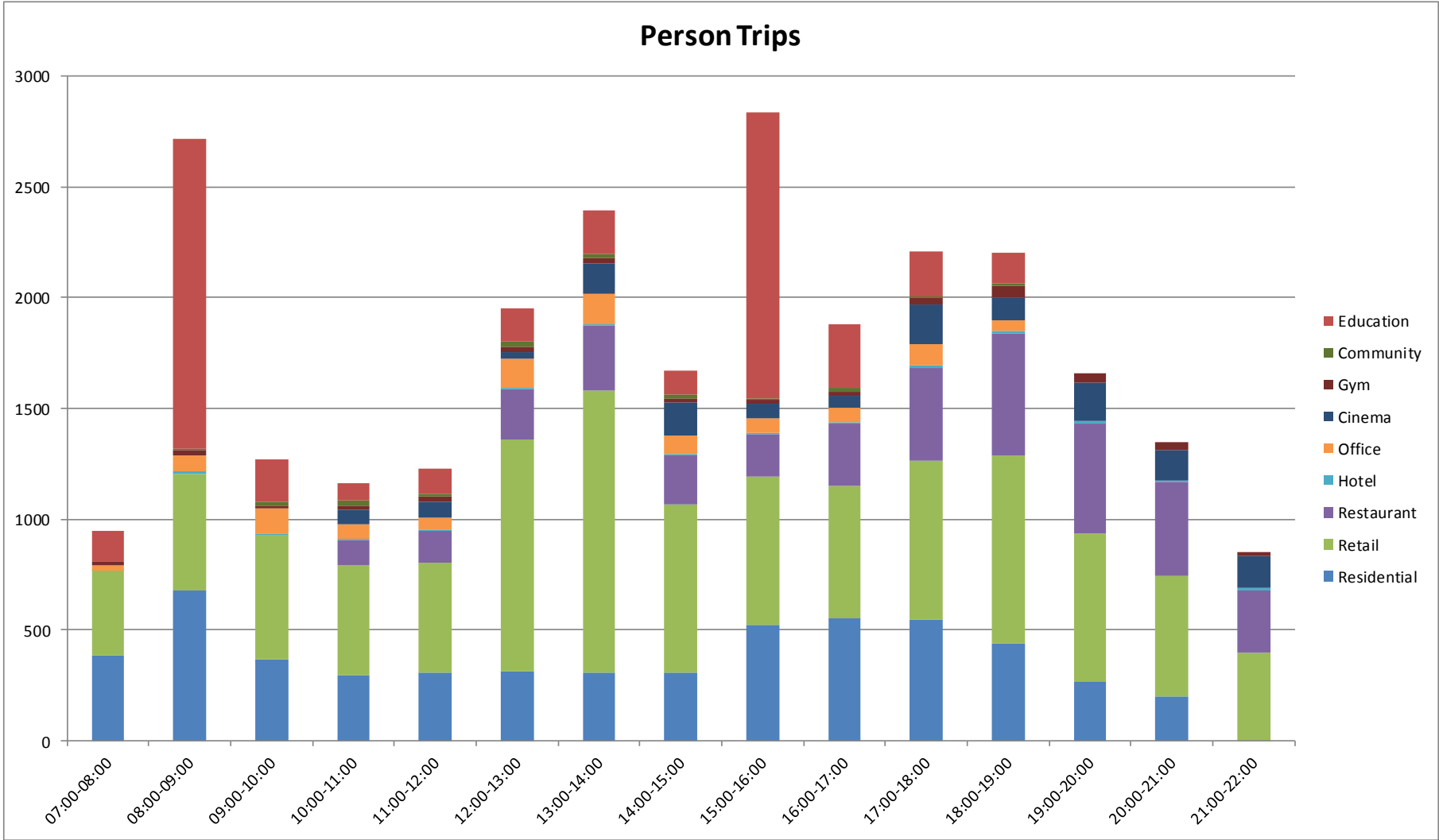
Education Survey Sites



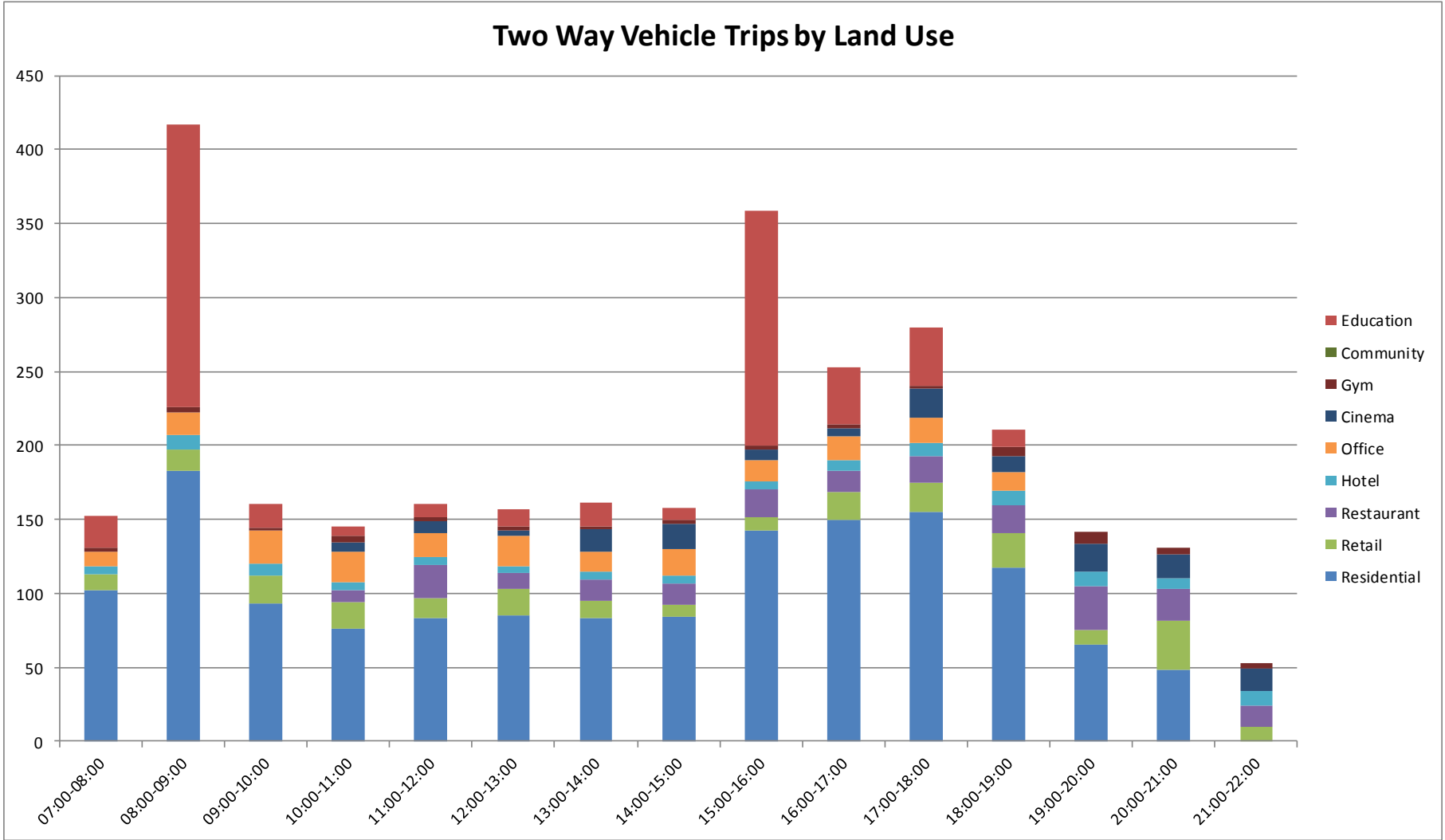
School Catchment Areas



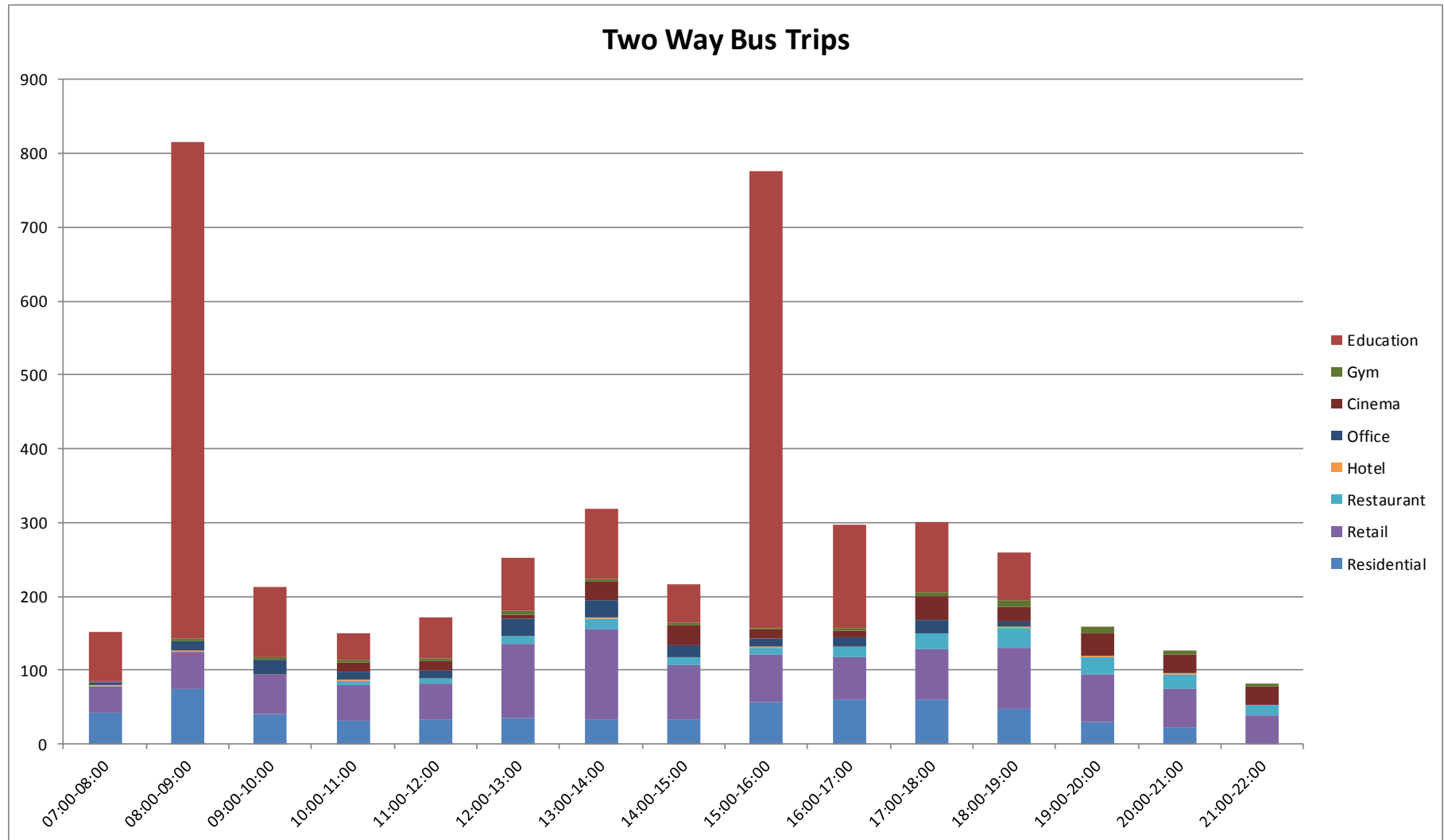
Trip Generation Update



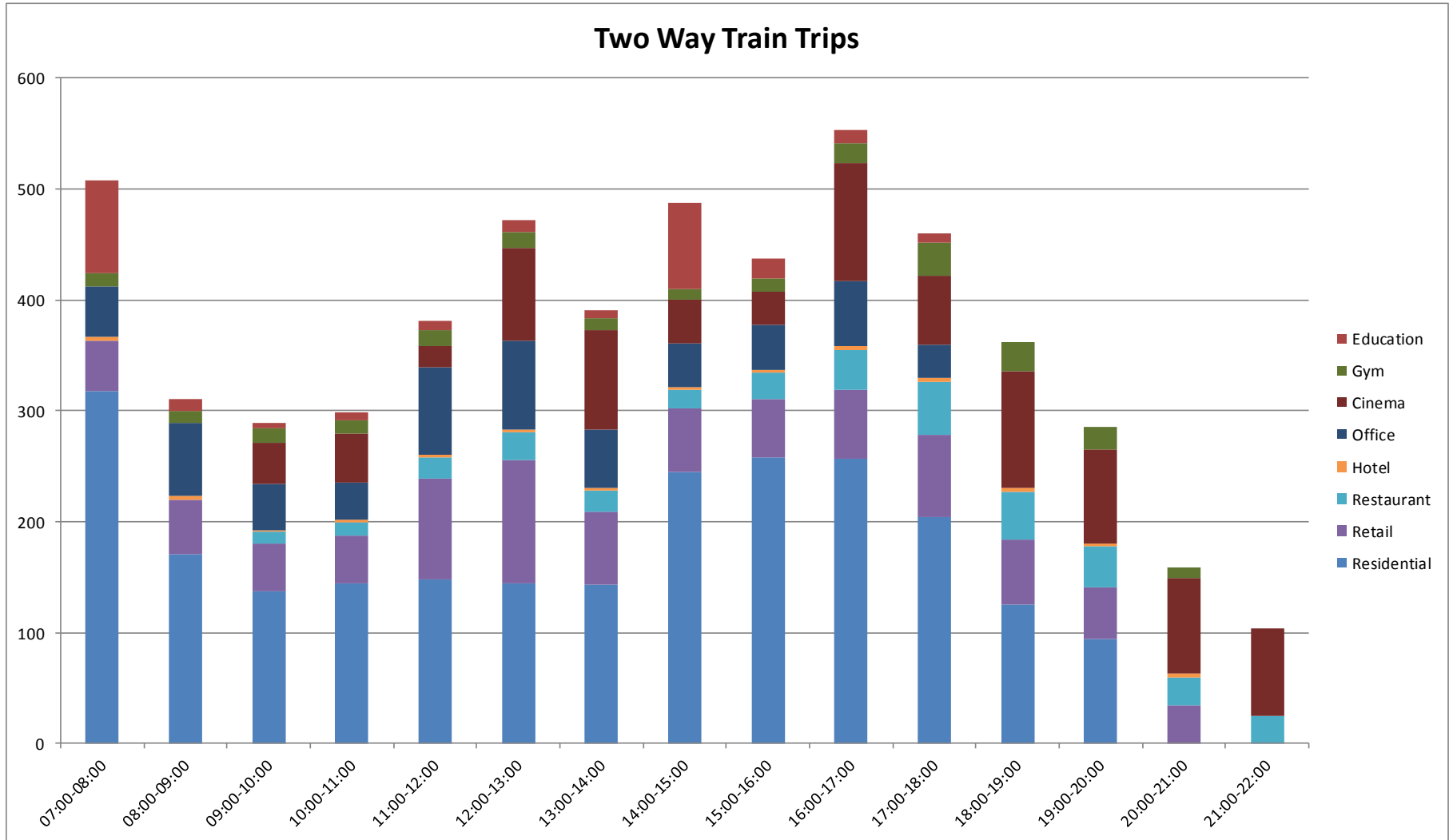
Trip Generation Update



Trip Generation Update



Trip Generation Update



Further Modelling

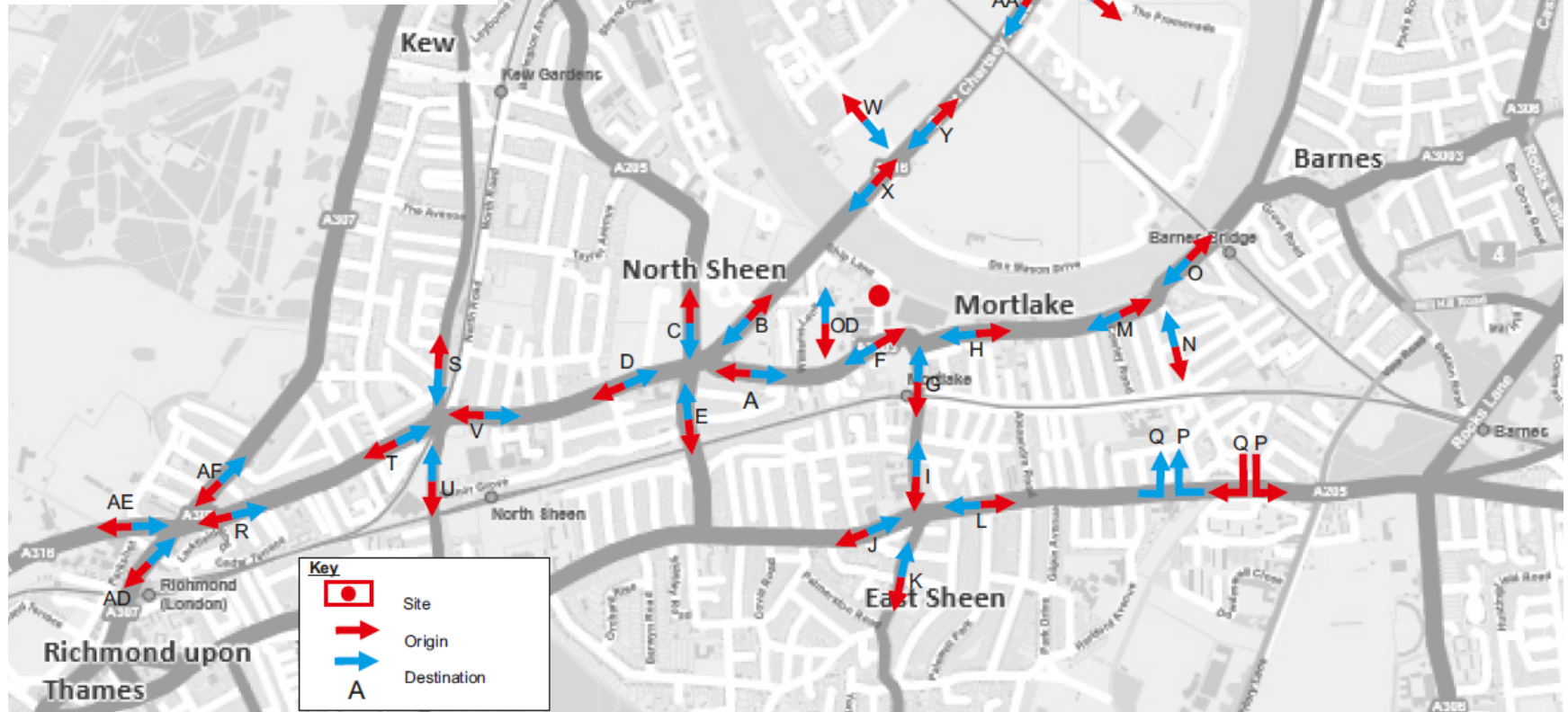
- Local Junction Models (LinSig/ARCADY/PICADY)
- Localised Microsimulation Modelling (VISSIM)
- Strategic Modelling (TfL HAM models)



VISSIM Modelling for Public Consultation



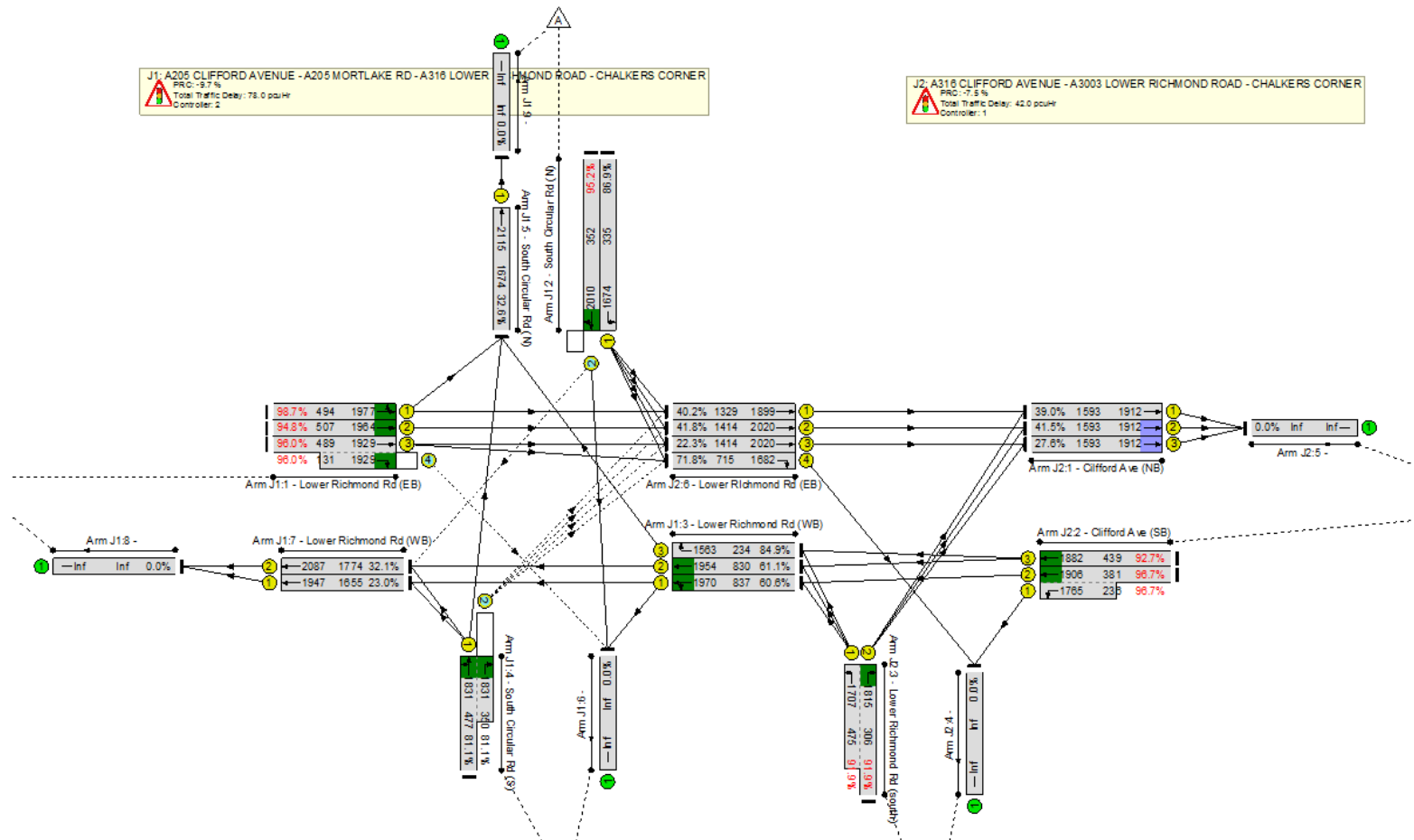
Distribution



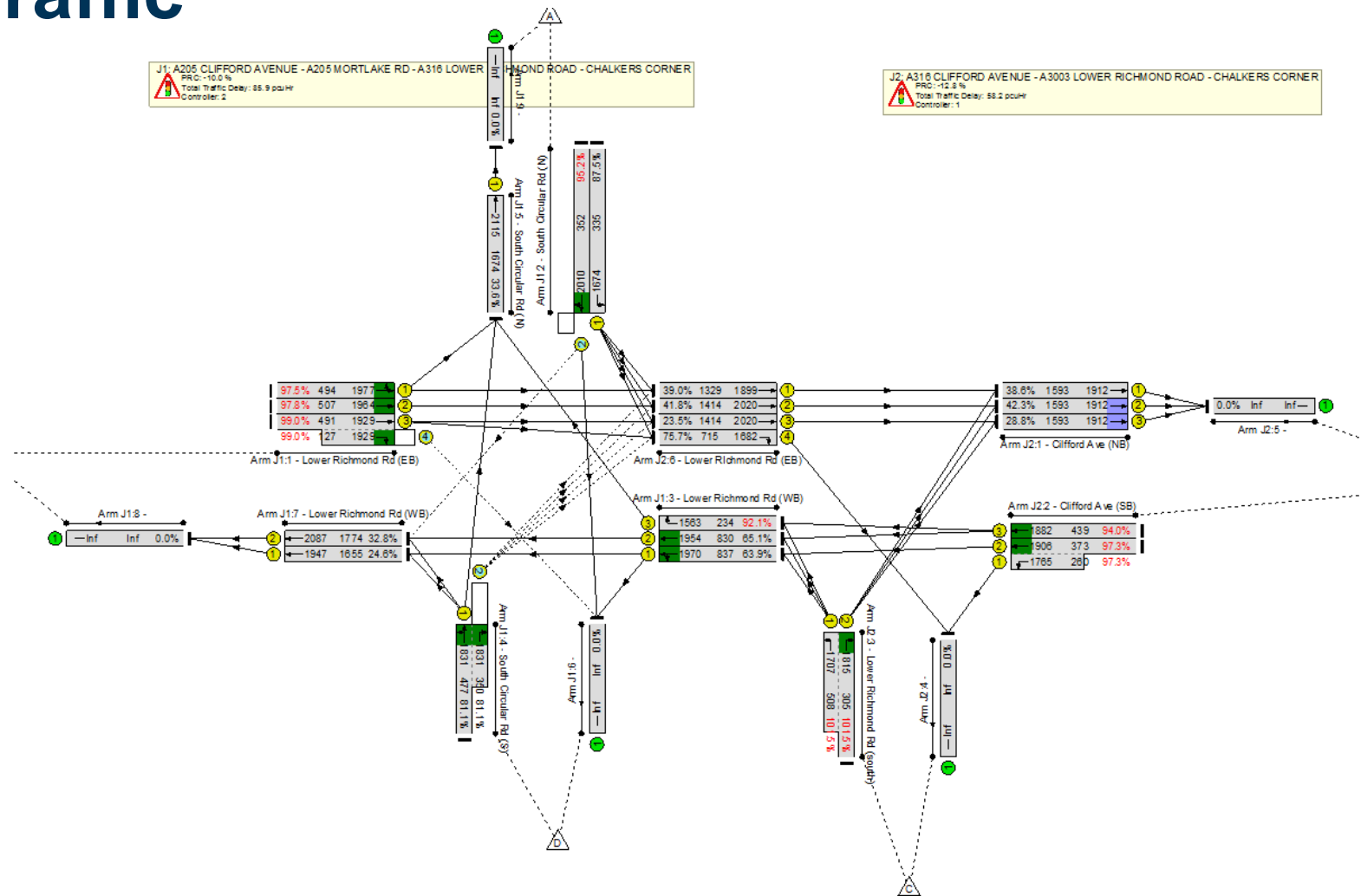
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	V	U	S	T	R	AD	AE	AF	X	W	Y	AA	AB	AC	Z	P	Q
D	AM	199	59	27	2	29	0	139	67	72	62	24	30	9	49	13	36	22	3	3	16	14	2	11	1	27	18	9	9	2	6	1	24	2
O	AM	217	121	33	18	43	26	96	37	59	26	7	9	13	56	9	48	38	9	3	26	24	11	13	1	33	15	18	18	2	12	4	4	0
D	PM	144	59	19	3	31	4	84	34	49	30	9	13	9	43	18	25	22	1	4	17	17	2	13	2	19	14	6	6	1	5	0	4	1
O	PM	136	62	15	9	23	16	71	20	51	17	6	6	5	48	21	27	20	1	1	18	17	4	12	1	15	9	6	6	1	5	0	16	0



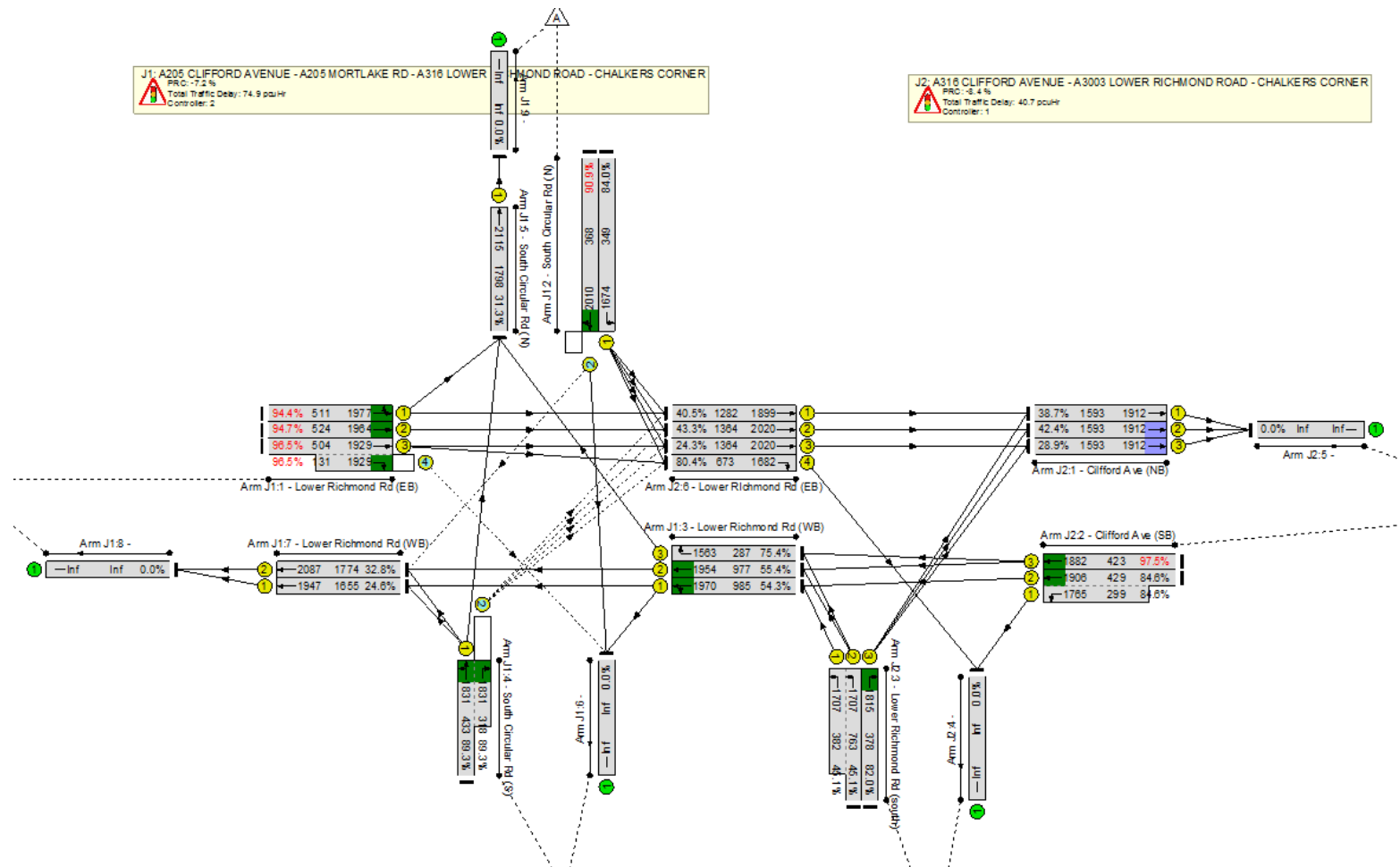
Existing Scenario



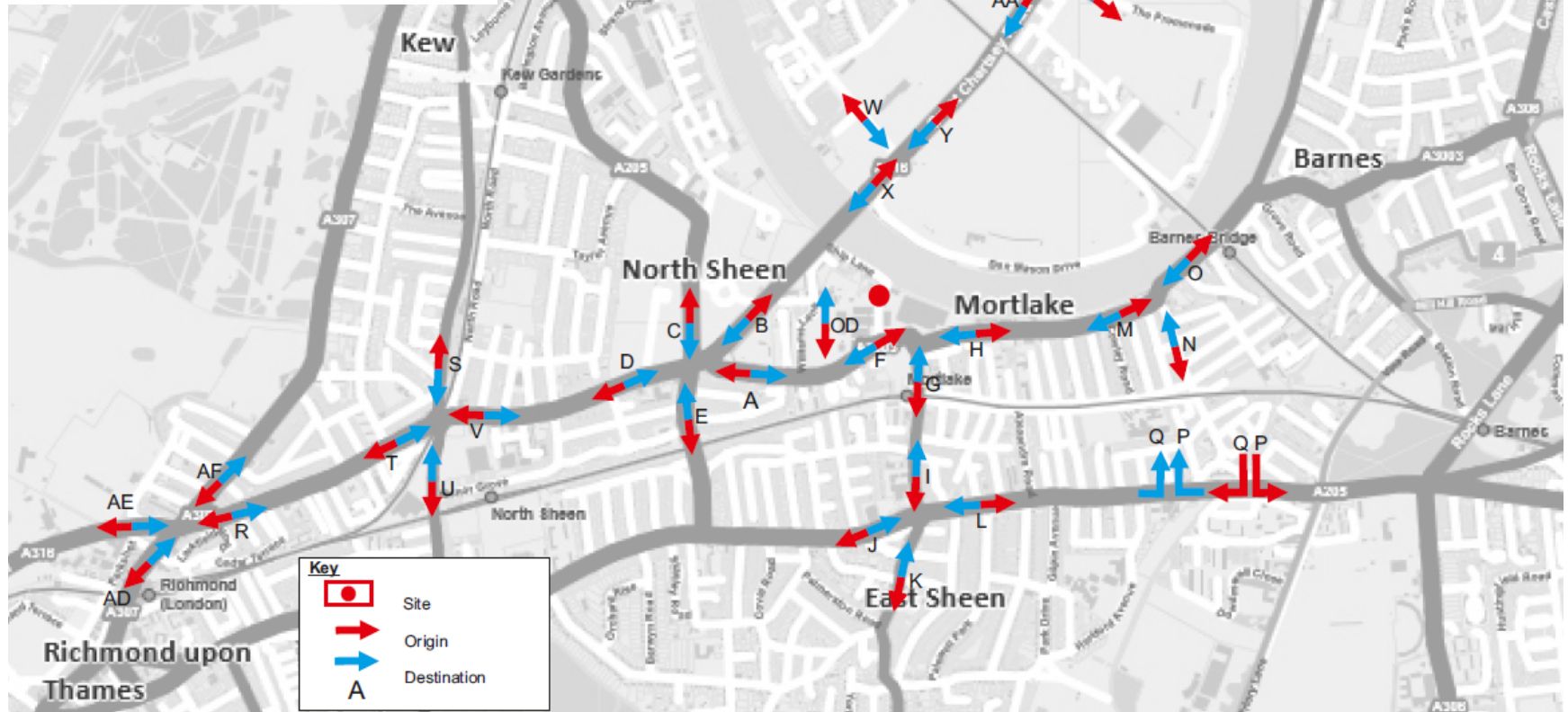
Existing Scenario Plus Development Traffic



Mitigation Scenario



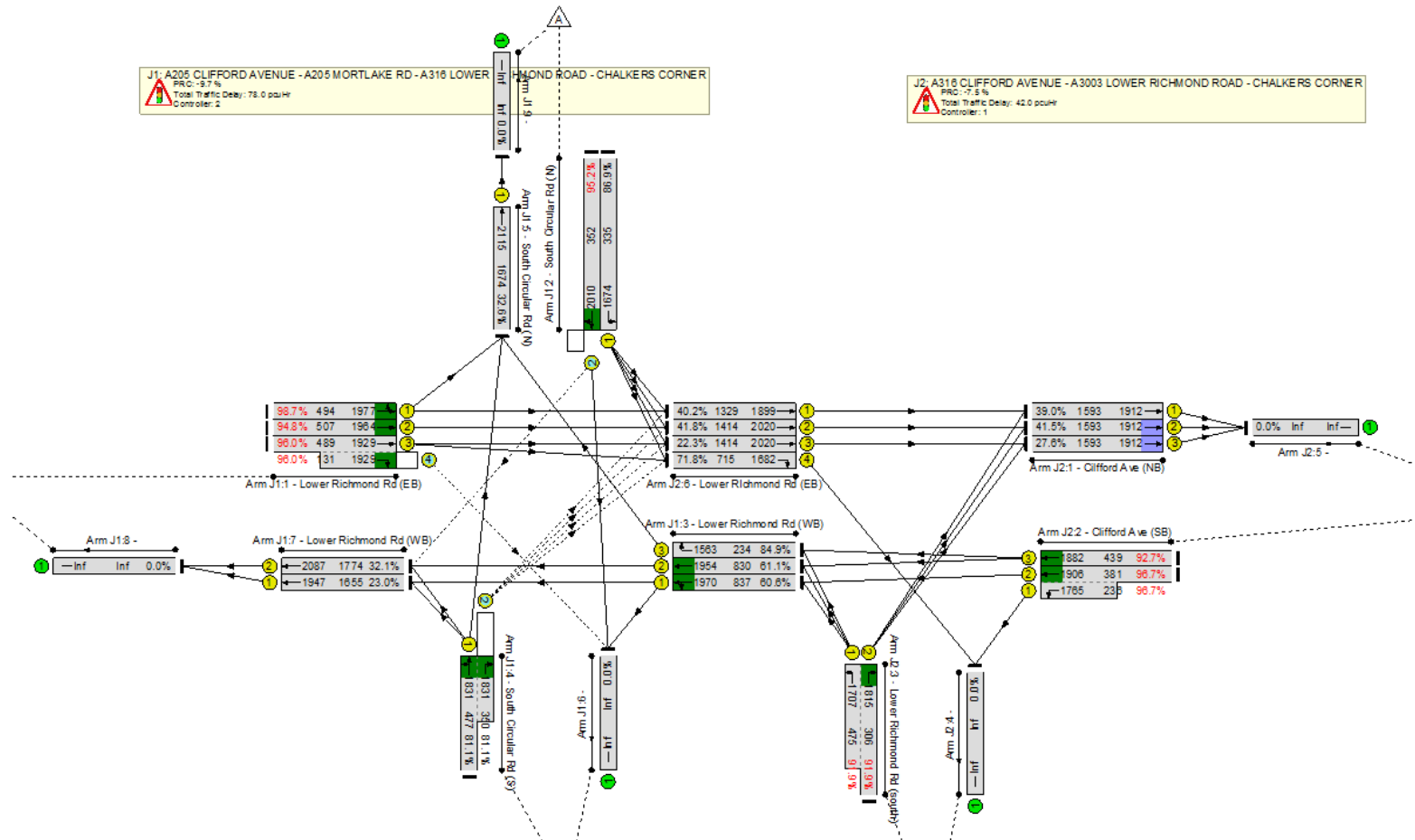
Distribution



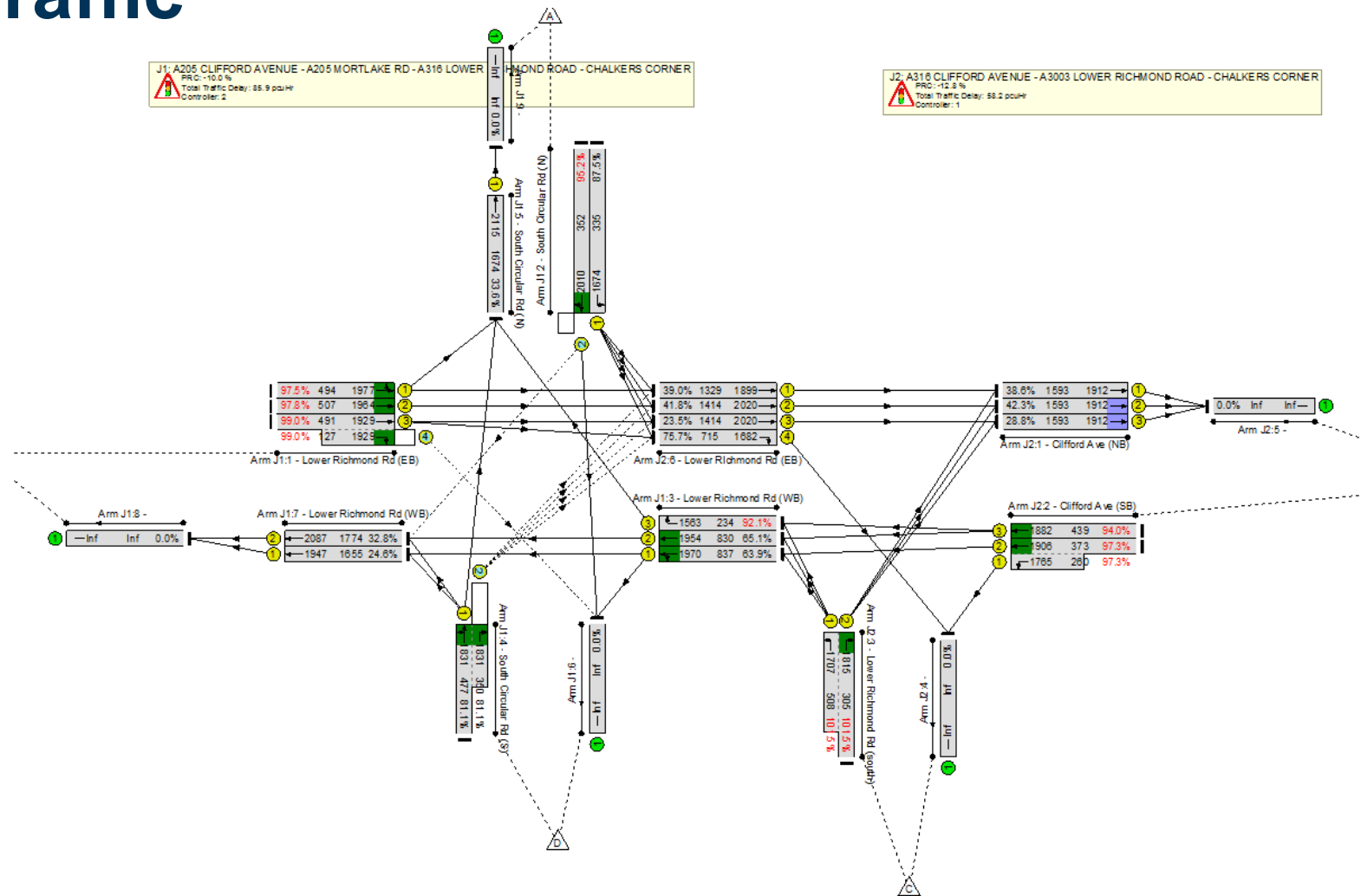
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	V	U	S	T	R	AD	AE	AF	X	W	Y	AA	AB	AC	Z	P	Q
D	AM	199	59	27	2	29	0	139	67	72	62	24	30	9	49	13	36	22	3	3	16	14	2	11	1	27	18	9	9	2	6	1	24	2
O	AM	217	121	33	18	43	26	96	37	59	26	7	9	13	56	9	48	38	9	3	26	24	11	13	1	33	15	18	18	2	12	4	4	0
D	PM	144	59	19	3	31	4	84	34	49	30	9	13	9	43	18	25	22	1	4	17	17	2	13	2	19	14	6	6	1	5	0	4	1
O	PM	136	62	15	9	23	16	71	20	51	17	6	6	5	48	21	27	20	1	1	18	17	4	12	1	15	9	6	6	1	5	0	16	0



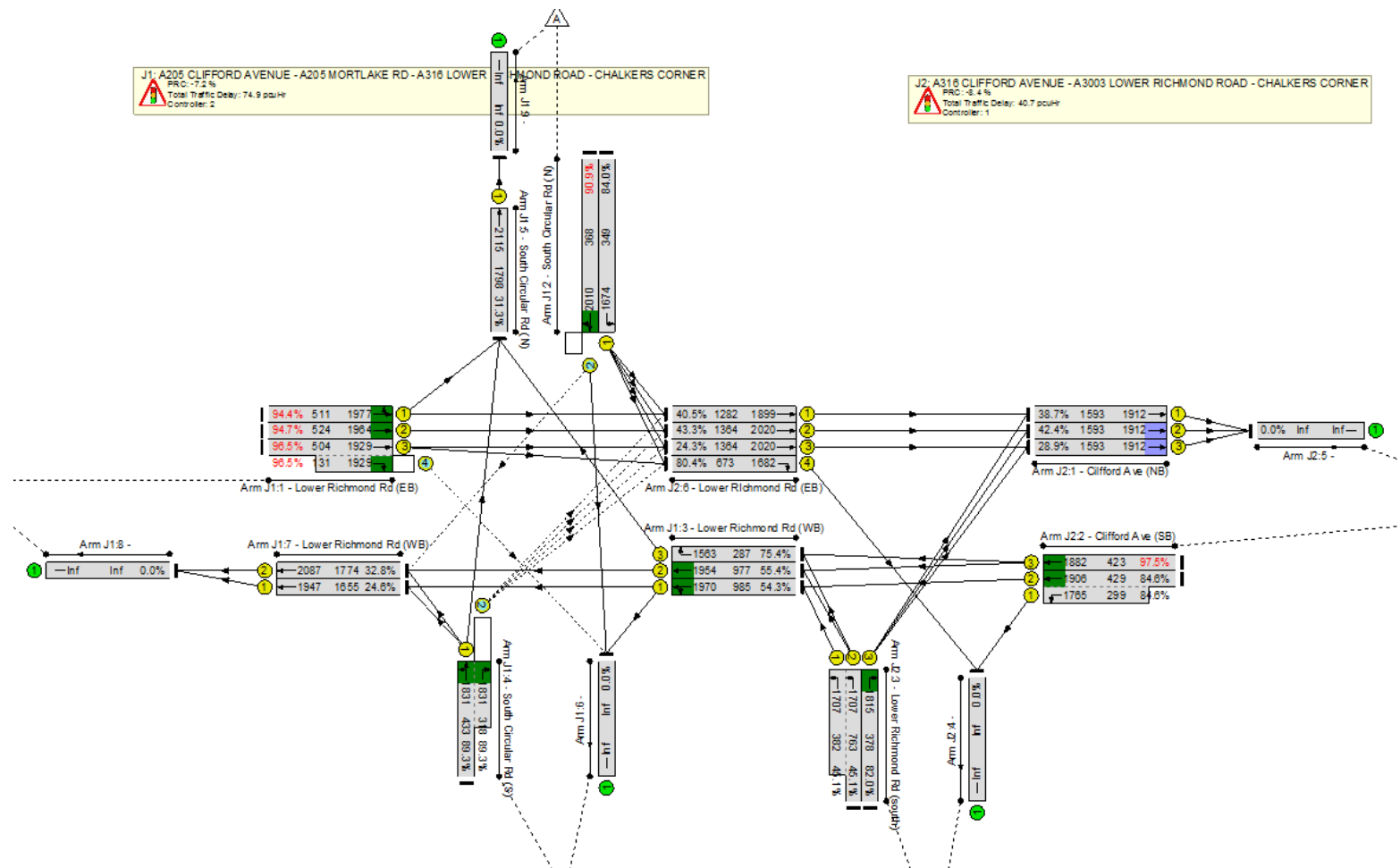
Existing Scenario



Existing Scenario Plus Development Traffic



Mitigation Scenario

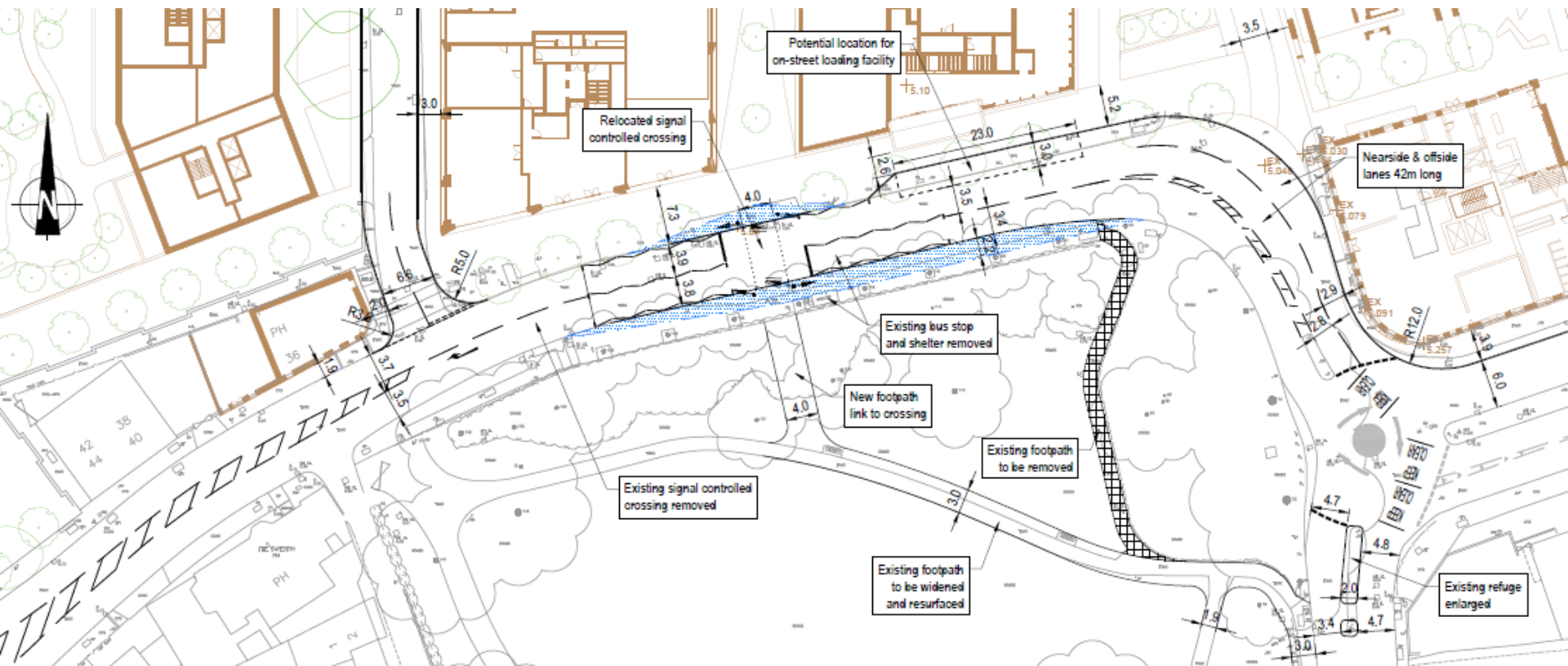


Key Components

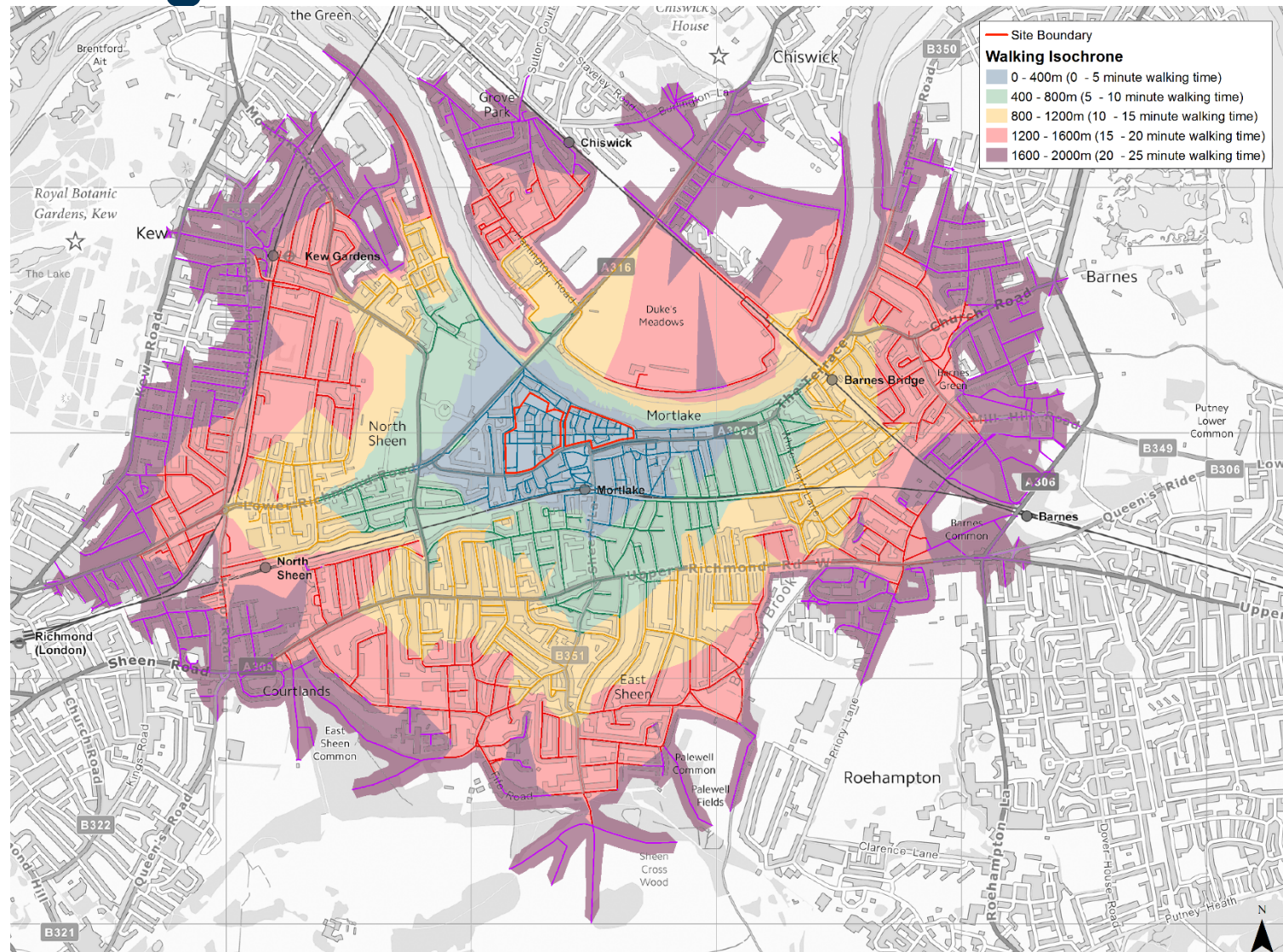
- Development permeable for pedestrians and cycles with limited traffic at ground level
- Much enhanced access to River Frontage
- New pedestrian / cycle crossings along Lower Richmond Road and Mortlake High Street
- Improvement of Chalkers Corner Junction



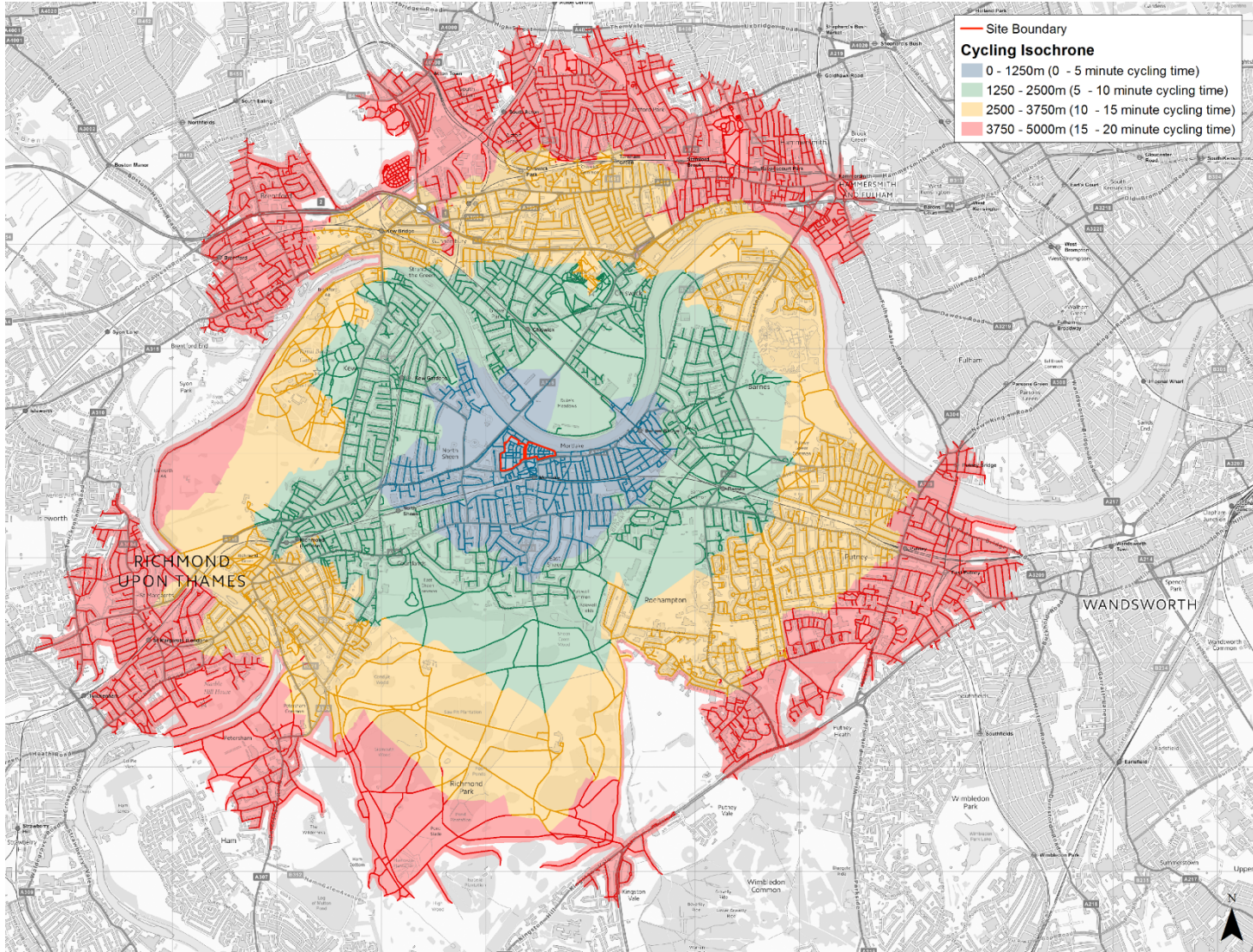
Lower Richmond Road Option 3



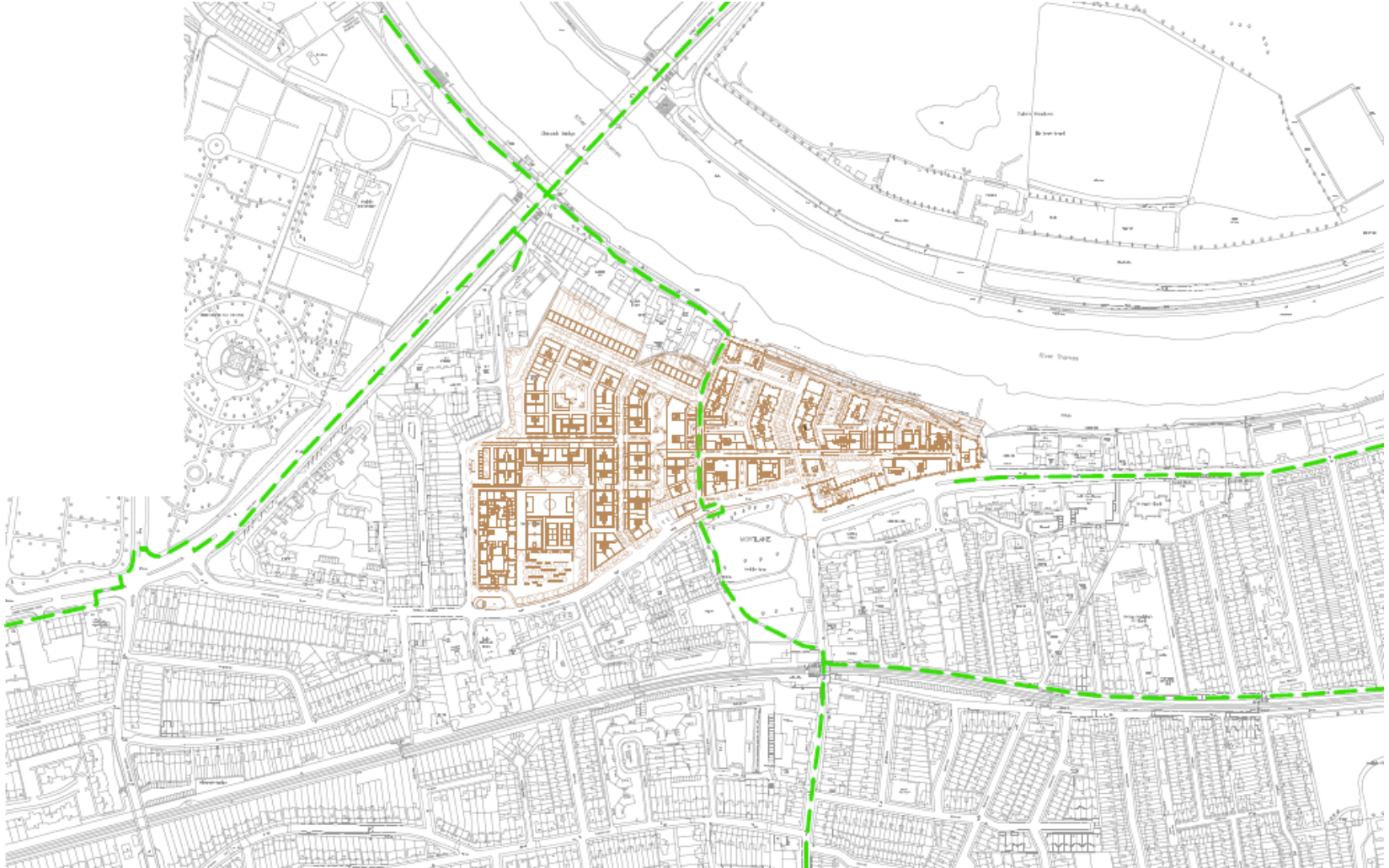
Walking Isochrones



Cycling Isochrones



Existing Cycle Routes



Data Collection

- Traffic Surveys
- Parking Surveys
- Pedestrian Environment Review System Audit

