

## **LONDON BOROUGH OF RICHMOND UPON THAMES**

**DATE:** 15<sup>th</sup> December 2017

**REPORT OF:** Councillor Peter Buckwell

**LEAD OFFICER:** Michael Gilroy Head of Engineering, Traffic & Parking Policy

**SUBJECT:** Kew Gardens Station – Pedestrian Improvements

**WARDS:** Kew

**KEY DECISION?:** NO

**IF YES, IN FORWARD PLAN?:** NO

### **1. PURPOSE OF THE REPORT**

- 1.1 To report the outcome of the recent public consultation regarding the proposed pedestrian improvements outside Kew Gardens Station, Kew, and to agree implementation of the layout shown in Appendix A, subject to detailed design.

### **EXECUTIVE SUMMARY**

- 1.2 The public consultation ended on Friday 17<sup>th</sup> November, with the majority of responses in favour of the proposals.

### **2. RECOMMENDATIONS**

- 2.1 The Cabinet Member for Highways and Streetscene approves the implementation of the proposals shown in Appendix A of this report.**

### **3. DETAIL**

- 3.1 Over the years residents have raised concerns and issues regarding the area around Kew Gardens Station.
- 3.2 The recent works undertaken on Sandycombe Road have provided an opportunity to investigate these issues further.
- 3.3 The main issues raised were:
- The lack of a clear pedestrian route from the station
  - The chaotic feel of the car park
  - Vehicles travelling the wrong way along Station Approach
  - The drainage issues in the car park area

3.4 While investigating these issues, Council officers met with representatives from the Kew Society, Network Rail and Transport for London.

3.5 In response to these issues the Council is proposing the following measures:

- Creation of a new pedestrian ‘walkway’ that provides a direct link between the station entrance and the existing footway on Station Parade. These changes will remove the drainage issue, which results in large puddles after it has rained.
- The existing parking arrangements will be improved so they better meet current design standards.
- Relocation and reduction in the size of the rail replacement Bus Stand.
- A review of the existing street furniture (during the detailed design), which will include:
  - Justification of existing signage
  - Removal of unnecessary street clutter
  - Increasing cycle parking wherever possible

#### **4. FINANCE AND EFFICIENCY IMPLICATIONS**

4.1 The preliminary cost estimate for the works is shown in Appendix A is £400,000.

#### **5. PROCUREMENT IMPLICATIONS**

5.1 There are no procurement implications as work will be carried out by our existing term contractor.

#### **6. LEGAL IMPLICATIONS**

6.1 The adoption of Network Rail land does require a legal agreement which needs to be in place before work can begin, but this process has already begun.

#### **7. CONSULTATION AND ENGAGEMENT**

7.1 The consultation began on Monday 23<sup>rd</sup> October 2017 and ran until Friday 15<sup>th</sup> November.

7.2 Letters were sent to all the residents in the immediate area of the proposals. They were also distributed to the local resident’s and trader’s associations, as well as the Kew Society.

7.3 The consultation was held online and was open to all.

7.4 There were 103 responses to the online consultation, the breakdown of which is below:

	Responses	Percentage
For	50	48.54%
Against	48	46.6%
Unanswered	5	4.85%

- 7.5 The key comments have been listed below along with an officer's response. These also include comments received outside of the online consultation:

Comment	Officer response
You should be making more parking here not taking it away.	The existing parking bays here do not meet the required standards. If we were to simply keep the existing layout, but bring all the bays up to standards, there would be a loss of roughly 6 parking bays. The proposed layout reduces this loss to 2 bays by creating additional kerb space along the new footway and relocating the bus stand/loading bay.
Why has the Bus Stand been moved?	The Bus Stand is currently in place to act as a termination point for the 391 when there are traffic issues in Richmond. TfL have been approach about removing this, but they have indicated that it is still required. Relocating the bus stand to the proposed location allows its size to be reduced which provides additional space for parking bays.
Is there a drop off point for the Station?	In the existing layout there isn't a formal drop off facility, however this causes vehicles to pull up anywhere they can. As this will not be possible in the proposed layout, officers are looking in to a formal drop off facility, such as the one shown in Appendix A. However, this facility would be subject to Department for Transport approval.
Why has the Loading Bay been moved? It was put in for Tesco.	Relocating the loading bay places it in a more central location, for use by all of the businesses in the area. This would be beneficial in the new parking layout, however officers are considering a possible alternative, as shown in Appendix A.
Where will the Bread Stand go?	Currently the Bread Stand is located on land leased by TfL. As part of the proposals this area will become public Highway. As such TfL has agreed that the Bread Stand will relocate to the station forecourt. This means that the bays previously occupied will be free, which will help to offset the predicted loss of parking.
Why hasn't the drainage problem been resolved already?	The drainage problems are currently on Network Rail land, which means the Council is unable to take action to address this issue. As part of the proposals an arrangement has been reach with Network Rail, which will allow the Council to work on their land and adopt area in front of the station forecourt as public highway. This will allow us to resurface the entire area and remove the drainage issue.
The turn in the road is too tight.	The layout here has been designed to have the shortest possible crossing distance for pedestrians, whilst still allowing an articulated vehicle to manoeuvre around bend in the road. Increasing this crossing distance would relax the turn in the road, but it would also remove the end parking bays on either side of new footway. A common comment has been about raising the pedestrian crossing, but we are unable to do this on such a bend, when you have large vehicles like buses and lorries turning. However by keeping the turn tight, vehicles will have to negotiate it at a reduced speed, which negates the need for a raised feature.

It seems the access to Layout Place will be too tight for larger vehicles.	The turning movements for large vehicles (refuge, emergency service) have been tested and they are able to drive in and out, unimpeded in a forward motion.
The Royal Botanical Gardens and Kew Society do not feel this is the best option for the area.	There are a number of issues in the area around the station. Making changes to resolve one, has an impact on all of the others. This makes it difficult to produce a proposal that will make everyone happy. However the proposals do achieve the most positive impact across all of these issues.
Has cycle parking been considered?	Cycle parking will be considered as part of the street furniture review undertaken during the detailed design, and will be increased wherever possible. The Council does have a long-term aspiration to introduce a cycle hub. However, this would need to be done in conjunction with London Underground.

## **8. WIDER CORPORATE IMPLICATIONS**

### **8.1 POLICY IMPLICATIONS / CONSIDERATIONS**

The proposals here would help promote pedestrian safety and sustainable transport.

### **8.2 RISK CONSIDERATIONS**

The proposals have undergone an independent road safety audit to help reduce the risk of personal injury collisions.

### **8.3 EQUALITY IMPACT CONSIDERATIONS**

There are no equality issues to consider.

### **8.4 ENVIRONMENTAL CONSIDERATIONS**

Signage and lining will be kept to an absolute minimum to ensure that there is no negative impact on the environment.

## **9. BACKGROUND DOCUMENTS:**

9.1 None.

## **10. CONTACTS**

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