mouchel
building great relationships

Kempton Park Feasibility Study Meeting Note - Draft

Highways Agency - Dorking
10:00 am, Tuesday, 2 July 2013

Present
Mouchel: David Dewar (DD), Steph Howard (SH)
Highways Agency: Janice Burgess (JB)
Parsons Brinckerhoff: Nigel Walkden (NW)
Connect Plus Services: Steve Crump (SC)

Distribution
Invitees

1.0 Introductions

2.0 Outline of Feasibility Study

Study to determine if residential development feasible on underutilised land at Kempton Park. Feasibility Study due to report late 2013. Area of land identified east of racecourse. Residential quantum and typology to be determined – site may support 1,000 to 1,500 units.

Feasibility Study to identify transport solutions at concept design level – with view to gaining 'in-principle' agreement on highway concepts to mitigate impact of development (with proviso that concept designs are subject to further scrutiny by subsequent detailed transport assessment prepared in support of any planning application).

3.0 Site Access Strategy

Access to the site direct from the M3 / A316 corridor is not feasible due to location of existing infrastructure (junctions and associated slip roads) on the strategic road network, the need for third party land and railway/watercourse severance.

Highway access from the A308 corridor is logical. The M3 Junction 1 (Sunbury Cross) is likely to receive a material number of Kempton Park residential development generated vehicle trips. Highway capacity improvements to mitigate development traffic impacts will require to be explored.

4.0 M3 Junction 1 and wider Highways Agency Network

SC stated M3 Junction 1 is heavily trafficked and circulatory carriageway experiences significant congestion. South East TechMac are responsible for the traffic signal control on behalf of the Highways Agency, although the circulatory carriageway is a Surrey County Council road.

SC stated that railway bridge near Sunbury Station is a pinch-point that creates queue and delay for A308 vehicles travelling toward Junction 1. DD added that queue and delay on A308 approach from Kempton Park to Junction 1 also results from limited access capacity provided by current layout and operation of A308 signal controlled entry into Junction 1.

The embankment and structure of the M3 flyover and the subway under the M3 are within the M25 DBFO and are the HA's responsibility. SC/JB provided plan showing extent of Highways Agency M25 DBFO infrastructure at M3 Junction 1 (Drawing Number M25 DBFO/DWG/Scd03/J12/M3/01 Rev B).

JB

JB to discuss ownership boundaries with the 'Lands Team' and interrogate HAGIS for a plan of complete HA ownership (as there may be other 'pockets' of HA land in the vicinity).

M3 Junction 1 slip roads merge/diverge types and practical reserve capacities. NW – no immediate information available but considered merge/diverge assessment of Junction 1 slip roads will be required as part of any transport assessment.

SC

SC - Amey are the TechMac for this area and have studied Junction 1. DD requested if a copy of study could be made available to Mouchel. SC to investigate and provide study / contact details as appropriate.

SC - Costco are progressing pre-application work on a potential store on north-eastern corner of Junction 1 (accessed from A316 northbound merge slip road). TechMac have provided pre-application comments on proposed Costco development, raising concerns over impact of development generated traffic on Junction 1. *Post meeting note – SC provided comments made by TechMac on Costco proposals.*

DD – Kempton Park Winter Festival (Boxing Day) attracts large crowds, during which time several thousand cars may be parked on-site at Kempton Park. A bespoke traffic management plan directs cars to temporary car parks located in centre of race course. Weekly general market and twice-monthly antiques market also generate significant daily traffic. Wide temporal distribution of market trips throughout day understood to create minimal impacts during highway network peak

periods.

JB - 27th December is the busiest day on the Highways Agency network.

SC - Highways Agency network (M3 mainline) generally operates satisfactorily between M3 Junction 1 and M25, as little opportunity for general traffic to enter/exit the M3 mainline between these junctions. SC – event days at Twickenham Stadium create queuing and delay on M3 / A316 corridor towards London.

4.0 Feasibility Study - Transport Assessment

HA have no default residential vehicle trip rate. HA position is for developer to suggest and justify trip rates. Trip rates will be reviewed from TRICS and other local planning applications. A technical paper will be produced detailing the proposed trip rates and the rationale for selection. **DD/ SH**

A distribution for Kempton Park vehicle trips will be produced using 2001 census data for journey to work by ward, for the resident population of Sunbury East. This assessment will be updated when the 2011 census data is available at the end of 2013. HA agreed that this approach was reasonable. A methodology paper will be completed for review by HA and other stakeholders. **DD/ SH**

A merge and diverge assessment will be required as part of the feasibility assessment to ensure the slips and carriageway interactions are not compromised by the impact of the development. **DD/ SH**

NW - It may be that the background growth traffic is sufficient to require upgraded slips, and the development would benefit from those upgraded slips.

HA require transport assessment to be produced for a forecast year of 'Application + 10 years', or the full opening year if later.

The TRADS database should be used to review mainline flows and potentially slip flows.

The Hampton Court Flower Show, events at Twickenham Stadium and Kempton Park Winter Festival are controlled by bespoke traffic management plans. Highway network conditions are a-typical during these events. HA have no requirement for such event days to be assessment within the Kempton Park Feasibility Study.

The Antiques Market every 2 weeks and General Market every week

need further investigation to determine traffic impact. Any detailed transport assessment potentially needs to assess scenarios including these markets - as these are more typical events.

A robust LINSIG assessment of Sunbury Cross is sufficient at this Feasibility Study stage of the process. Further modelling is likely to be required at planning application stage, when a detailed transport assessment report will be produced.

The weekday AM and PM network peaks should be assessed – existing flows should be reviewed to determine the network peaks, as the AM peak hour is likely to start earlier than 0800.

There are no local improvements to infrastructure that the HA are aware of, with the exception of the 'Managed Motorways' projects.

Models to review for suitability as the planning application stage are the HAM (TfL) and SINTRAM (SCC).

5.0 AOB

Meeting notes should be shared with SCC, and other key stakeholders e.g. LB Richmond and TfL, to ensure all parties know what the position taken is by each authority.

Further consultation is likely to occur later in the summer once key concepts have been developed.