

Kempton Park Feasibility Study Meeting Note - Draft

**London Borough of Richmond upon Thames
Transport for London
Twickenham; 10:00am, Tuesday, 9 July 2013**

Present

Mouchel: [REDACTED]

London Borough of Richmond: [REDACTED]

Transport for London: Mark Day (MD)

Distribution

Invitees

1.0	Introductions
2.0	Outline of Masterplan Scheme and Process
	Study to determine feasibility of developing residential units on the backlands of the racecourse at Kempton Park.
	Area of land east of the racecourse identified. Constraints relating to transport, ground conditions, planning being assessed. Site may support 1,000 to 1,500 units.
3.0	LBR Network
	Lisa Fen is the Highway Engineer for this area with regards to improvements to the network.
	The A308 is very important and has capacity issues. It needs to be considered very carefully to ensure there are no detrimental impacts for existing local communities.
	Hampton Court Palace events, and Kingston Christmas shopping (PM peak) have a major impact on the network.
	Construction traffic will have to route via the M3 and not via local roads, LBR will insist on this.
	Committed schemes: Thames Water sewage works are looking to redevelop some of their buildings to the east of the Lower Sunbury signals for business use.
	There is a potential scheme at Tags Island for residential and maybe some boat building, however major changes to Lower Sunbury Road are needed so this may not come forward (schemes have stumbled before due to costs).
	Hampton residents are very well informed and have residents groups. Twickenham residents are taking the decision on the development at Twickenham Station to the supreme court!
4.0	TfL Network
	TrafficMaster data is available for the network. MD will interrogate and

send through the relevant plots to inform the feasibility study.	MD
LBR are in control of the A308 but as it is part of the 'Strategic Network' TfL review proposals and have the right to veto improvements if they don't believe they are appropriate.	
TfL have the WelHAM and SolHAM models (Saturn) which may cover this area. MD to investigate and confirm. <i>Post meeting note – MD supplied details of SolHAM coverage relating to Kempton Park.</i>	MD
A308 and cycling provision is important. MT to investigate if there are any known improvements /issues for cyclists.	MT
TfL have no immediate concerns over the principle of development, however the distribution exercise needs to be completed and reviewed by TfL. Direct highway access from the A316 will not be permitted.	
5.0 Feasibility Assessment	
Trip rates will be reviewed from TRICS and other local planning applications. The trip rates from an initial brief review are of the right magnitude; however 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
MT – Hampton Census should also be reviewed to determine whether there is a difference in the distribution of journey to work vehicle trips.	
There is new development at Hampton Court Station, with junction improvements at the gyratory. This needs to be reviewed and the impacts of any Kempton development considered with regard to the improvements. <i>Post meeting note - Mouchel agreed with Surrey County Council to assess percentage impacts of Kempton Park traffic on Surrey roads at this location - and agree subsequent assessment methodology.</i>	
The Hampton Court Flower Show, Twickenham Stadium and Kempton Park events are major events that create a-typical traffic conditions on the road network. MT requested that the PM peak on a Twickenham Stadium event day should be modelled as a sensitivity test.	
SCOOT data may be available from TfL. Twickenham Stadium/RFU has their own Traffic Management Plan which may have data within it. London Borough Kingston may have data for the Christmas shopping period.	
DD agreed to complete the generation/distribution/assignment exercise and review the impact on the network with LB Richmond /TfL prior to completing any modelling.	
6.0 AOB	
MD/MT has regular contact with South West Trains and can provide	MD/

contact details.	MT
Meeting notes should be shared with Surrey County Council and the Highways Agency to ensure all parties know what the position taken is by each authority.	
Further consultation is likely later in the summer as key concepts for highway mitigation develop.	