

Transport Study Update



**BRENTFORD
COMMUNITY STADIUM**
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Transport Study Update



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- What WSP's role is in the project
- Review of Proposals and Site Access
- Review of how we expect people to travel
- General Transport Strategy
- Next Steps
- 40 minutes
- For conversation, it is work in progress

Site Location| Existing Site Uses



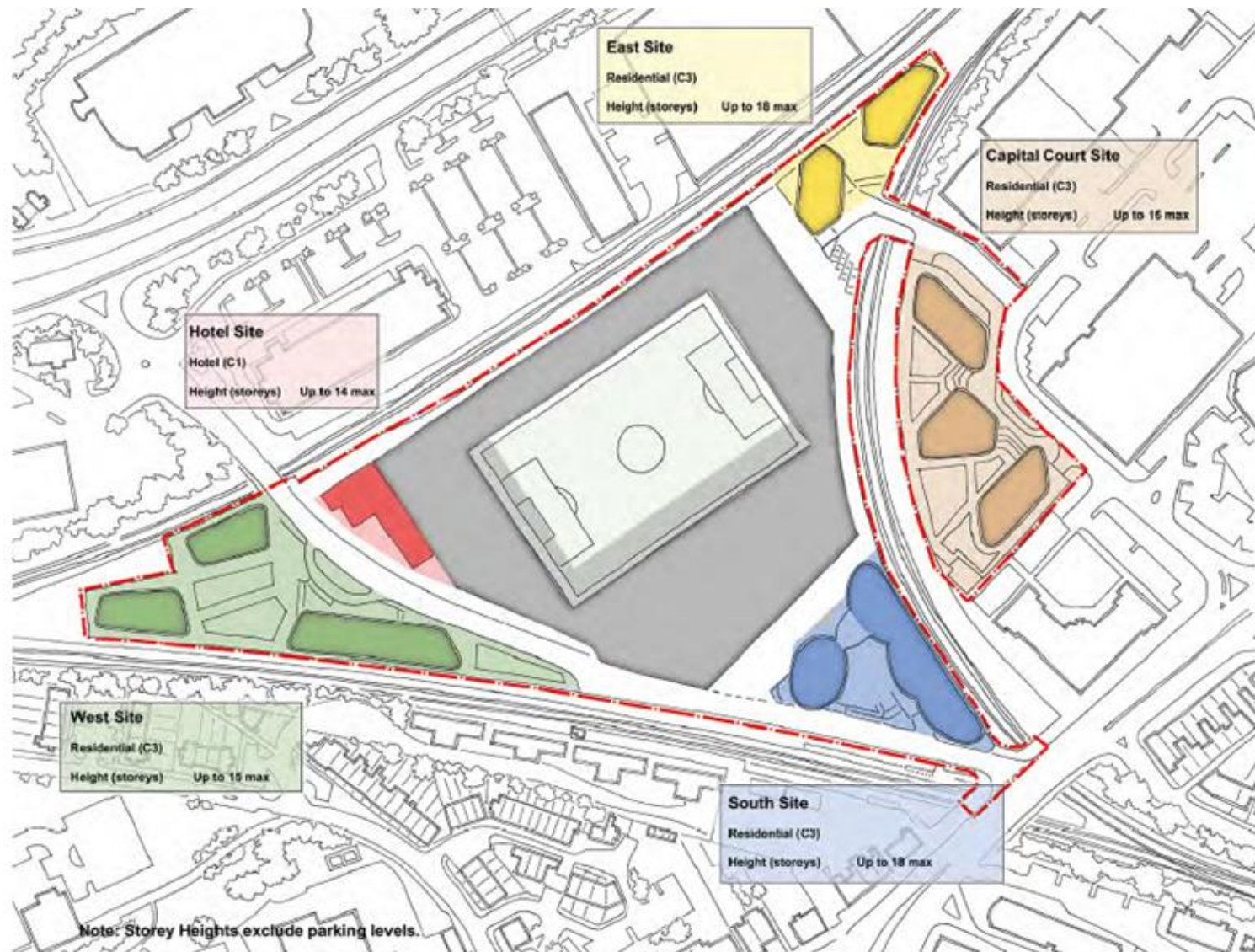
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Proposals| Current Proposals



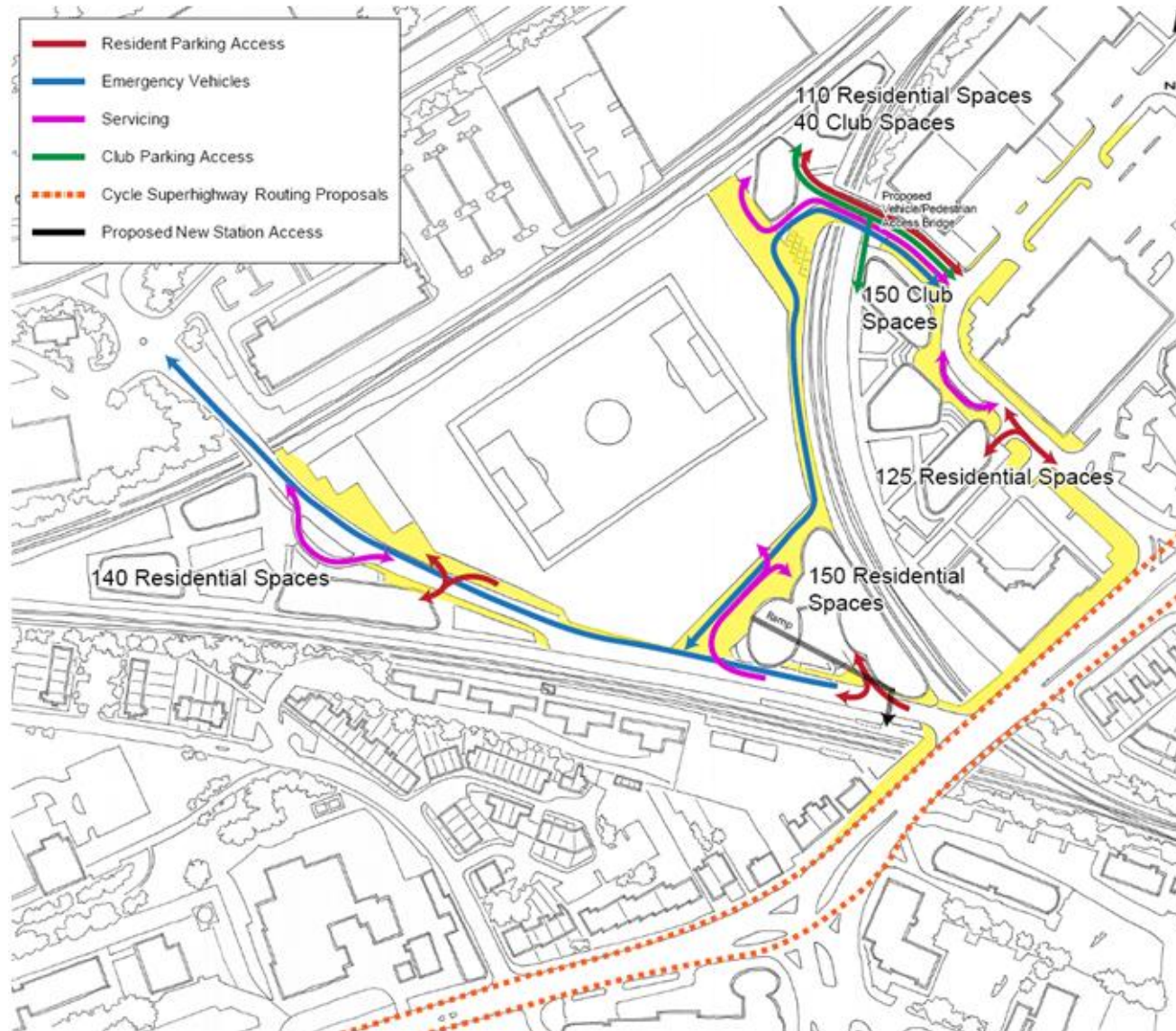
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Transport| Site Access



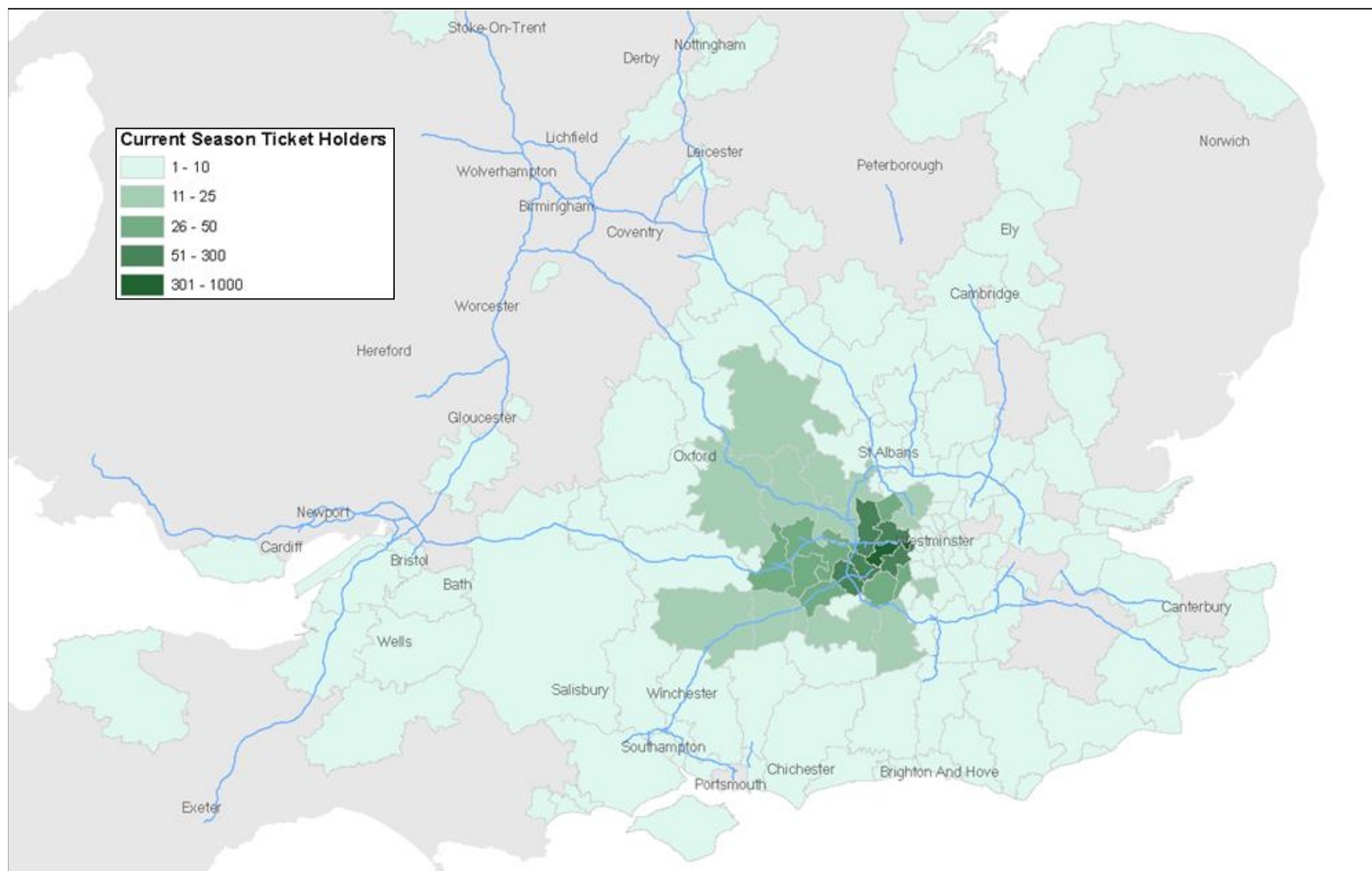
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Transport| Supporter Distribution - National



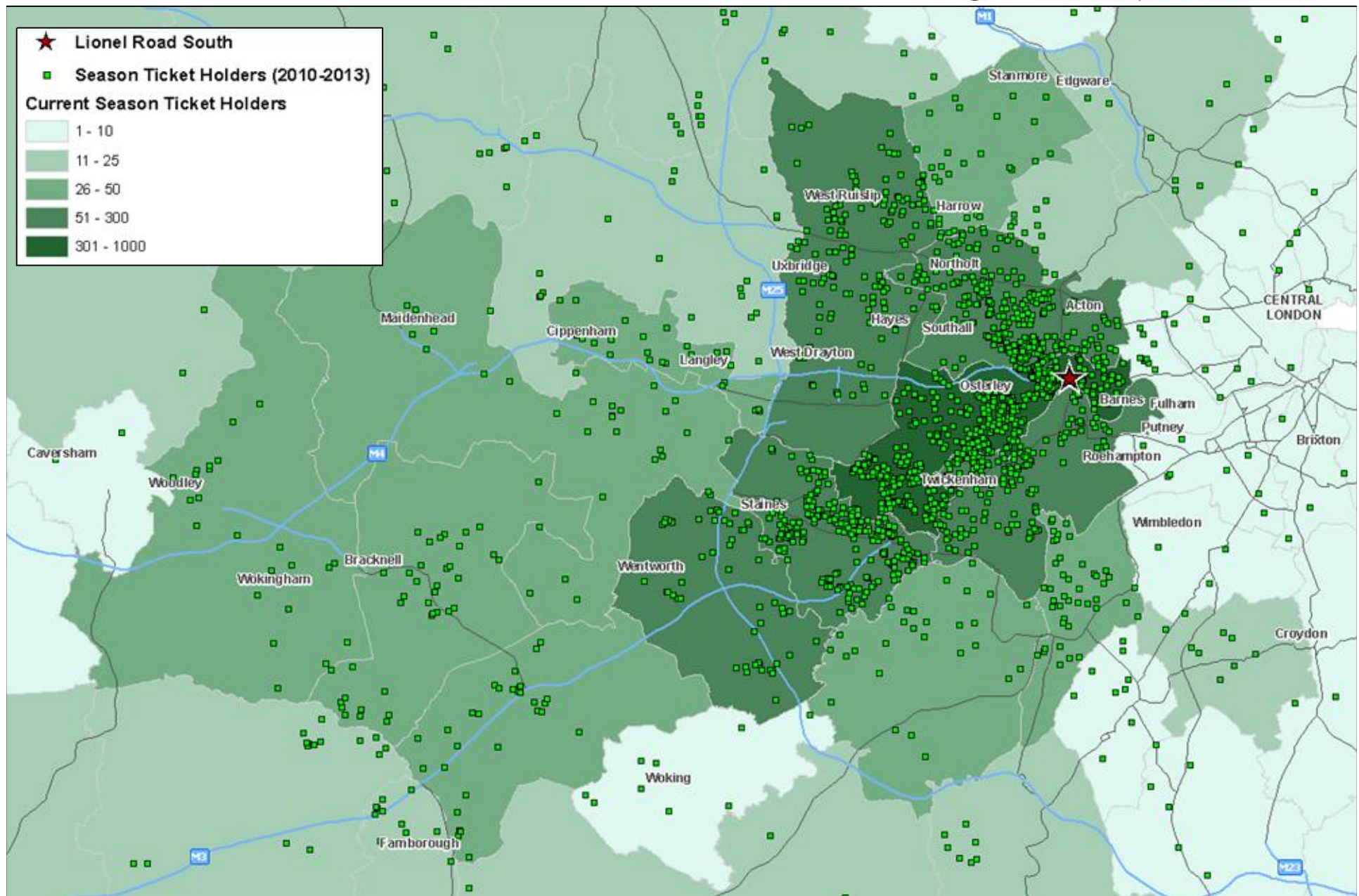
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Transport| Supporter Distribution - Regional



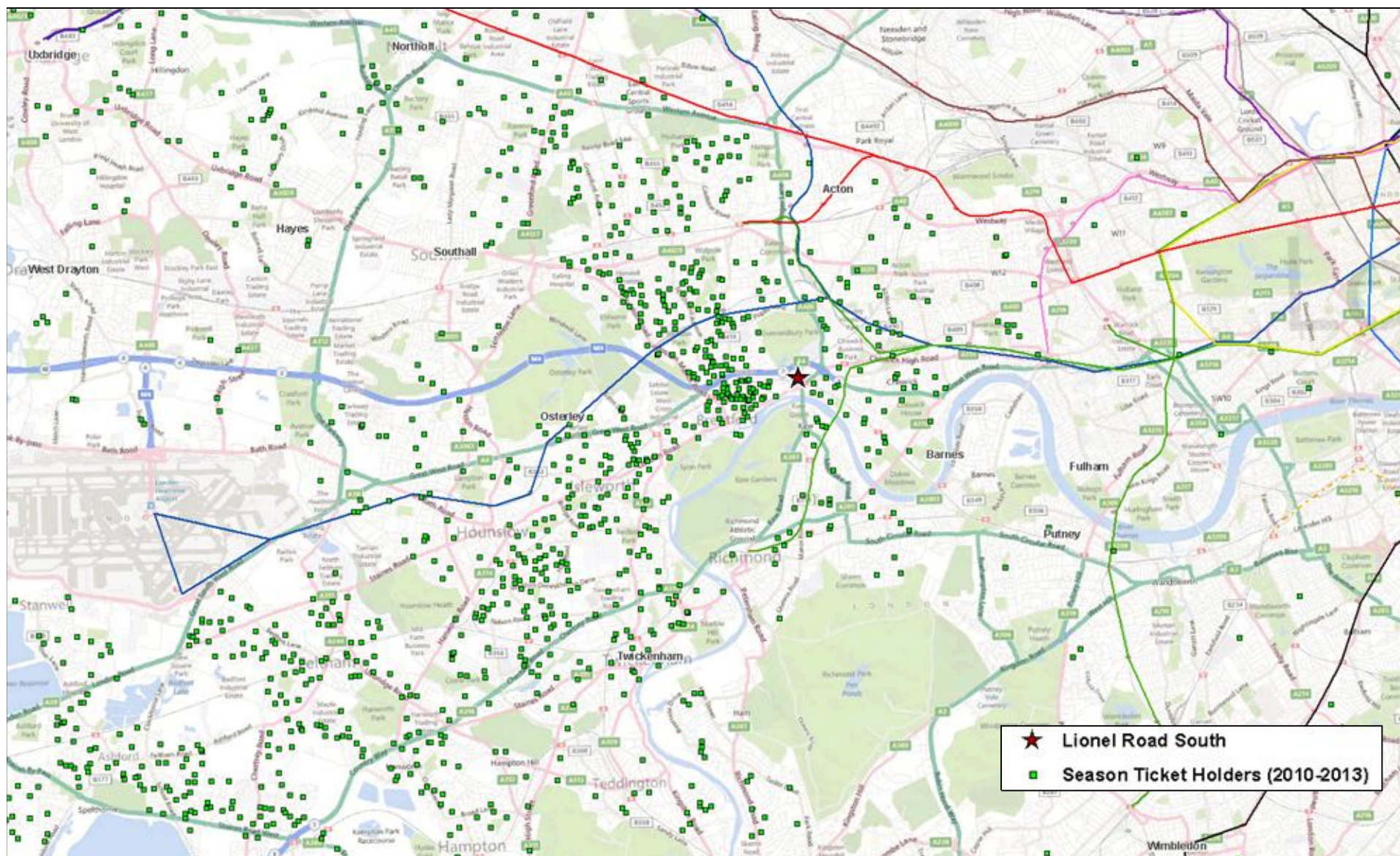
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Transport| Supporter Distribution - Local



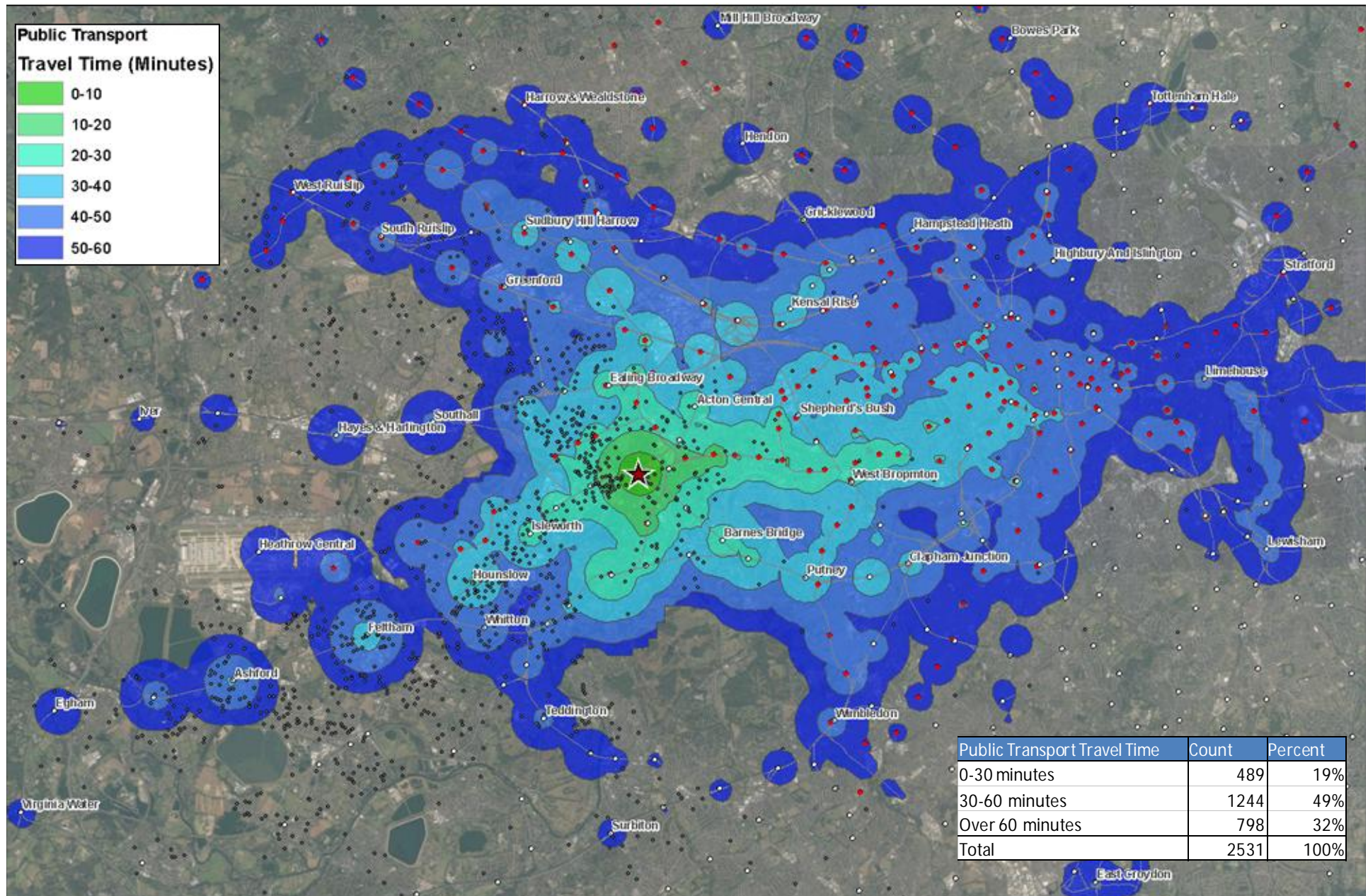
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Transport| Public Transport Accessibility



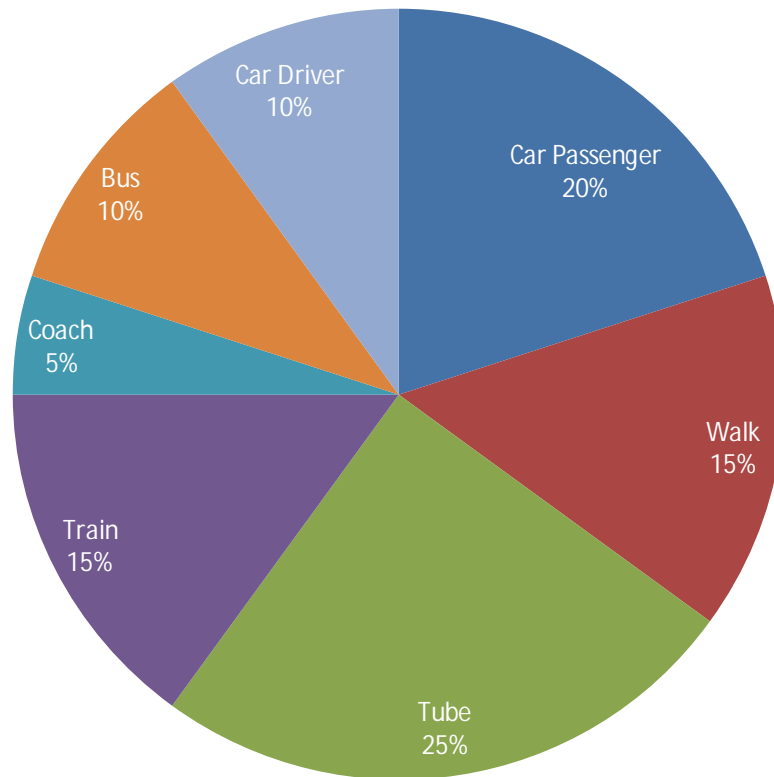
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Transport| Forecast Stadium Travel Mode Share



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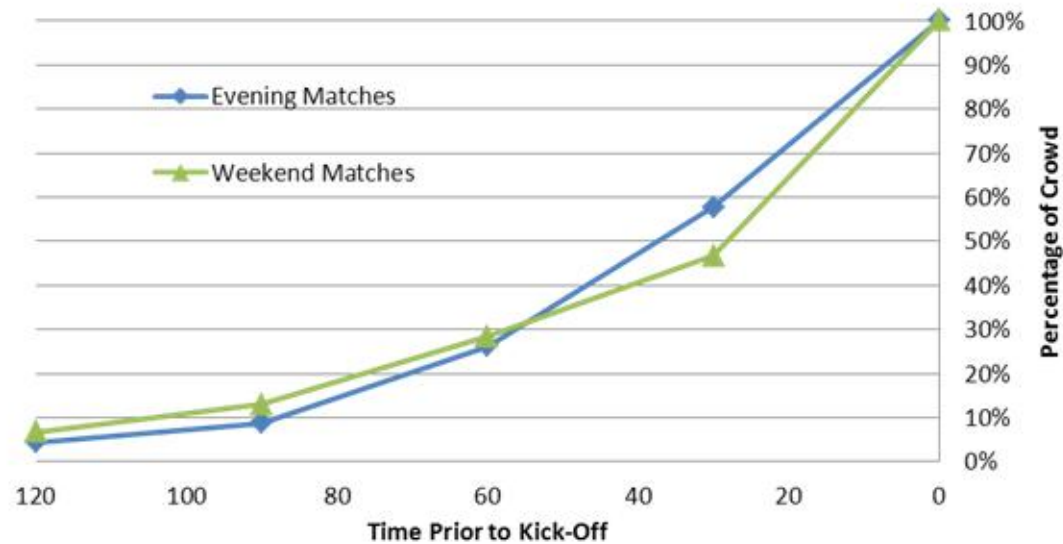
Mode	Proposed Mode Share	Number
Car Driver	10%	2000
Car Passenger	20%	4000
Walk	15%	3000
Tube	25%	5000
Train	15%	3000
Bus	10%	2000
Coach	5%	1000
Total	100%	20000

Transport| Stadium Arrival Departure Profiles

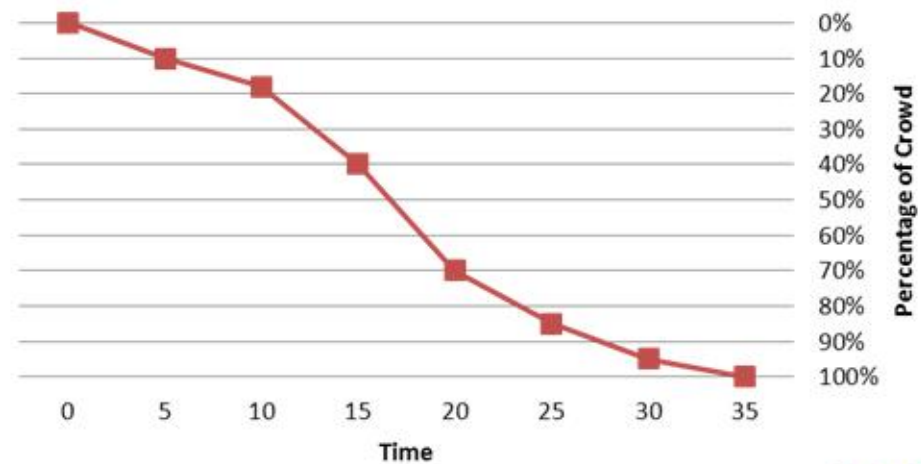


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Spectators Arrival Profile



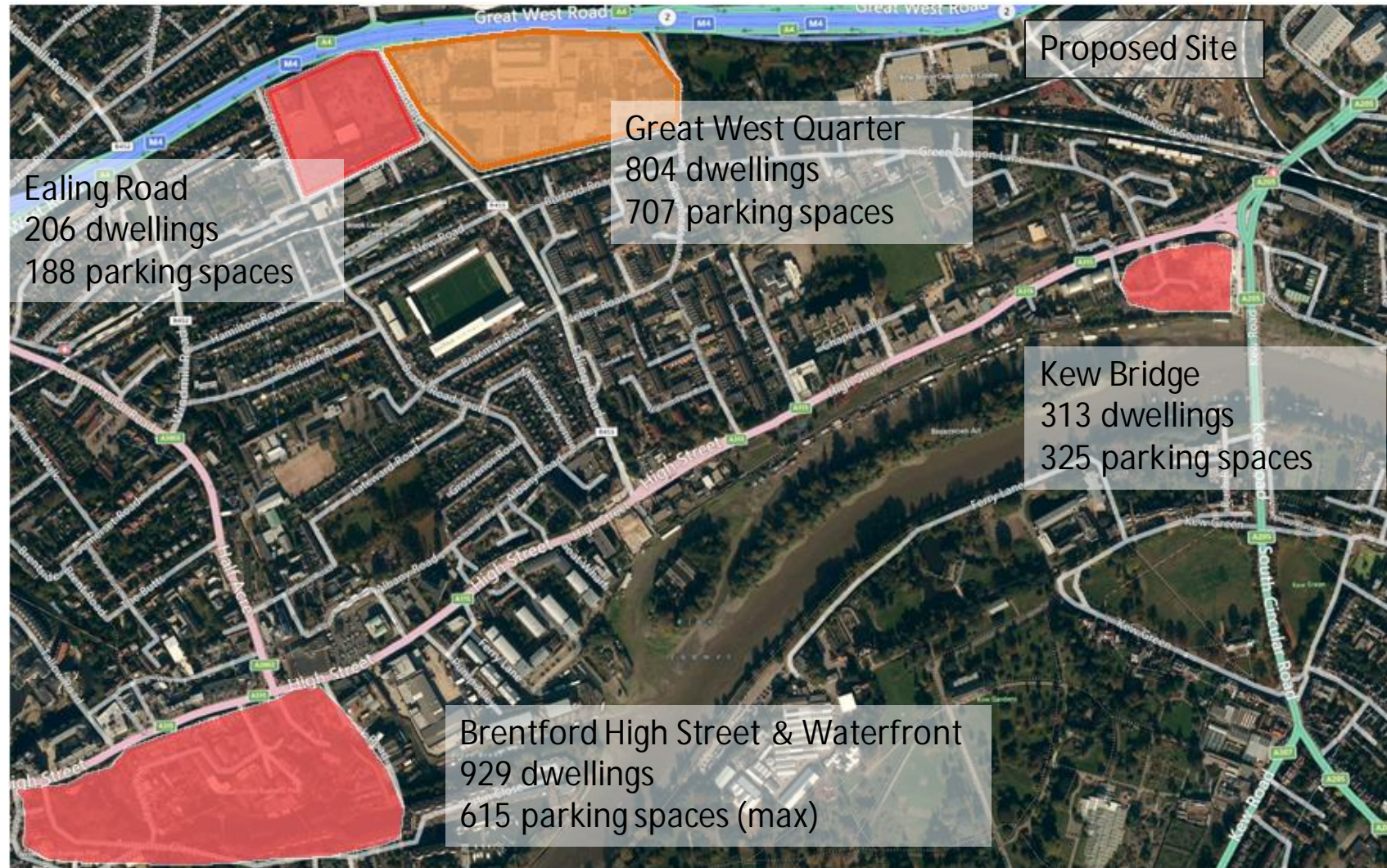
Spectators Egress Profile



Transport| Residential Trips



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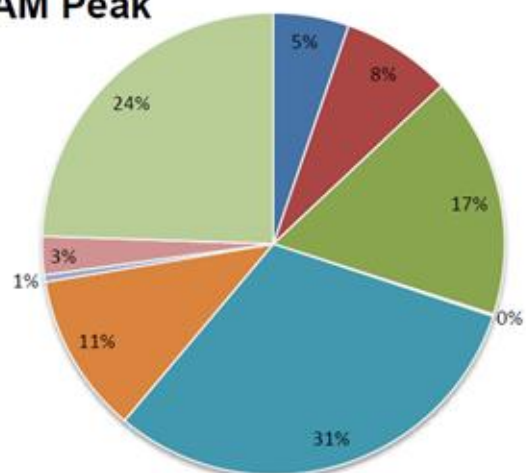
Transport| Residential Mode Share



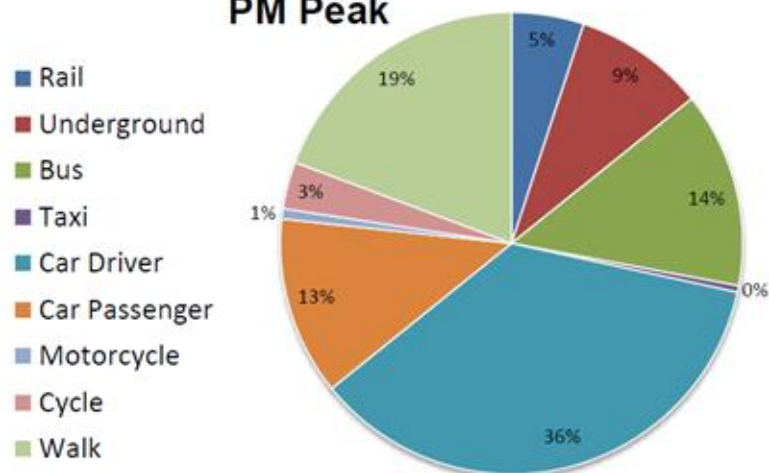
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Initial Residential Mode Share Forecast

AM Peak



PM Peak



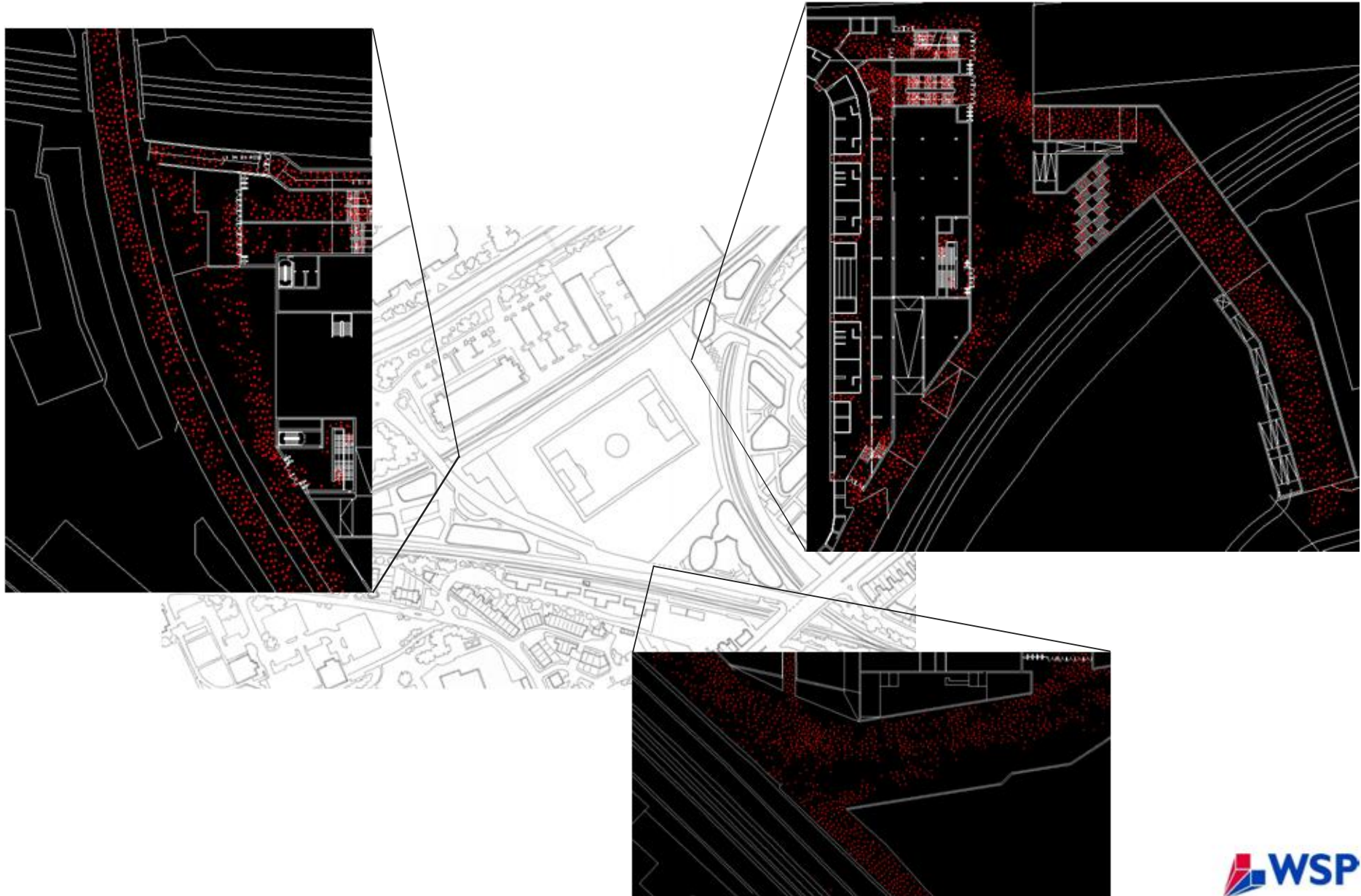
AM Peak - Trips By Mode and Purpose - Total

Mode	01 Usual workplace	02 Other work related	03 Education	04 Shopping and personal business	05 Leisure	06 Other (inc Escort/ Worship)	Total
01 National Rail	13	7	13	0	1	0	33
02 Underground/DLR	28	5	12	1	2	1	49
03 Bus	22	16	59	5	4	1	107
04 Taxi & other public	0	0	0	0	1	0	1
05 Car driver	61	32	1	8	10	85	197
06 Car passenger	10	3	30	5	10	14	71
07 Motorcycle	3	0	0	0	0	0	3
08 Cycle	6	1	5	1	2	2	17
09 Walk	12	4	63	9	11	57	155
Total	155	66	183	29	40	161	633

Transport| Pedestrians – Movement Off Site Legion Modelling



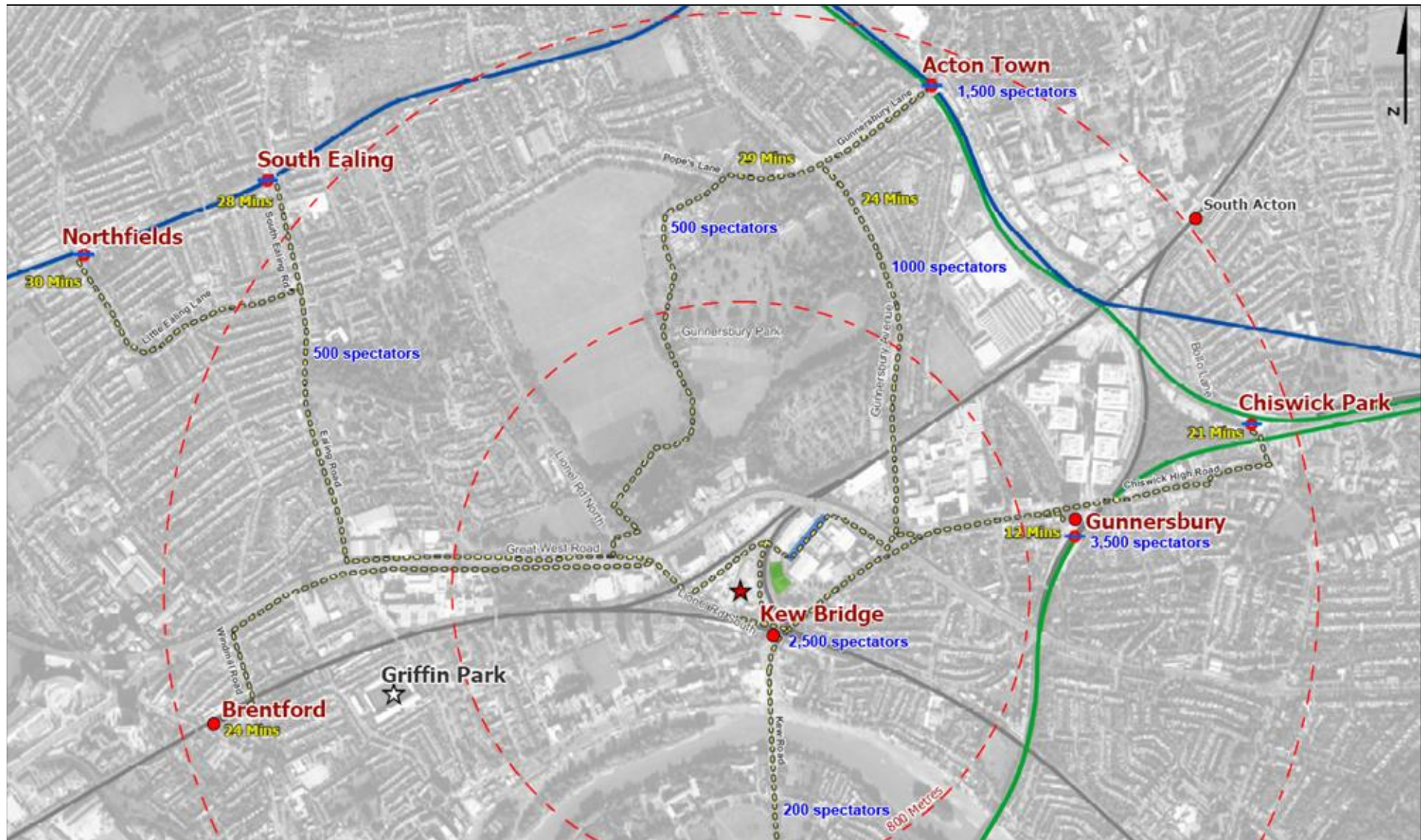
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Transport| General Access Strategy



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Transport| Local Pedestrian Crossings



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Transport| Local Pedestrian Crossings Great West Road



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Transport| Local Pedestrian Crossings



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Transport| Local Pedestrian Crossings Kew Bridge



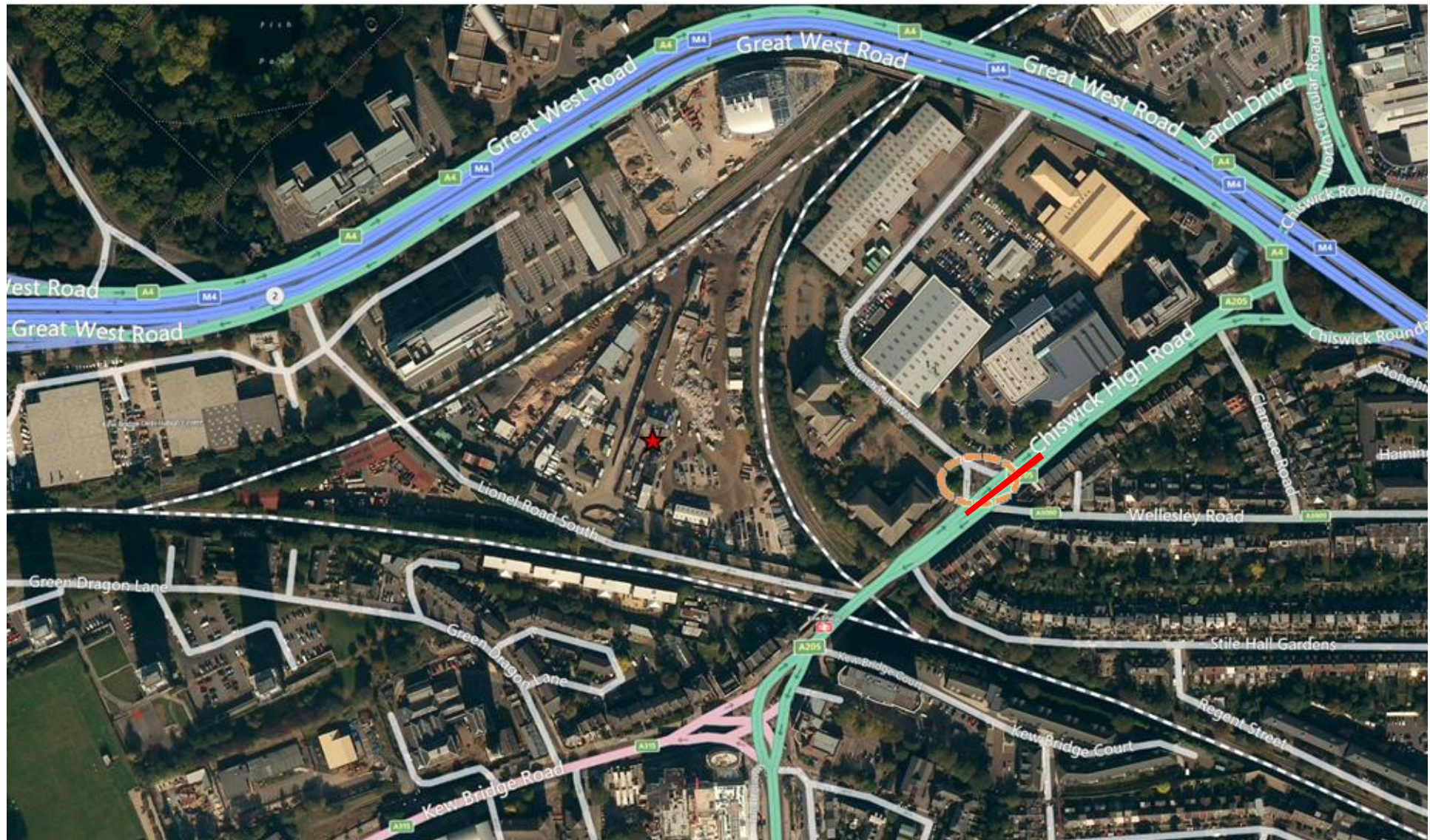
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Transport| Local Pedestrian Crossings



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Transport| Local Pedestrian Crossings Capital Interchange Way – Wellesley Rd



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Transport| Local Pedestrian Crossings



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Transport| Local Pedestrian Crossings Chiswick Roundabout



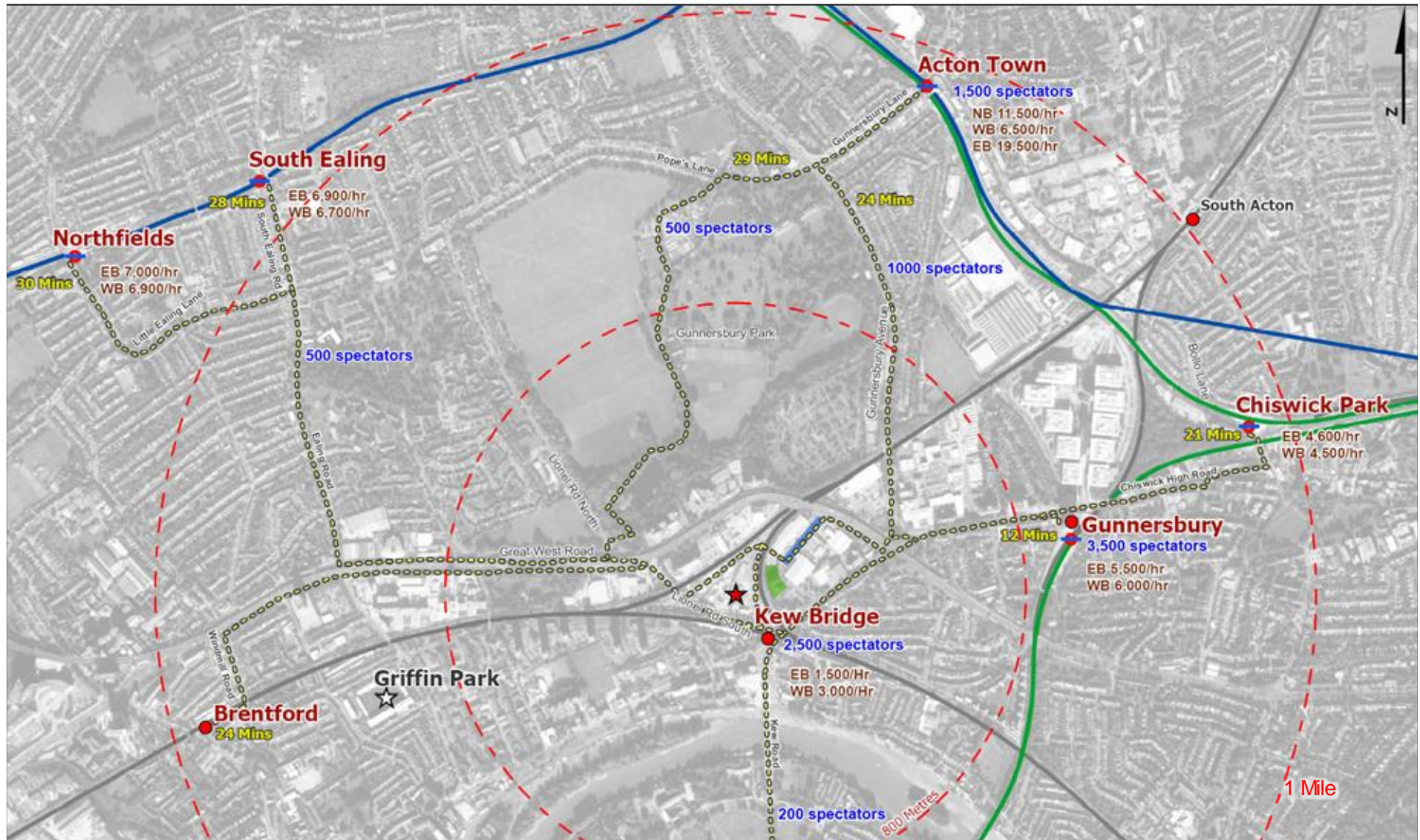
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Transport| Public Transport Availability PM Off Peak / Saturday



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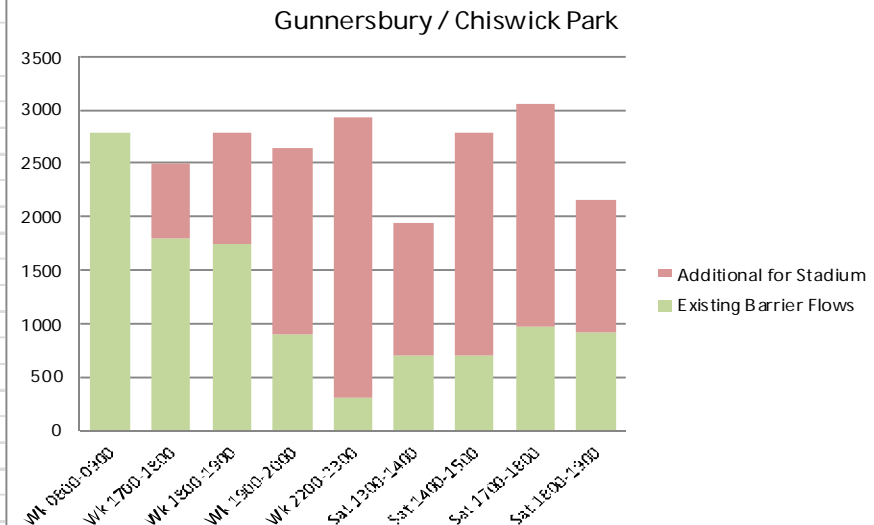


Transport| Public Transport Availability PM Off Peak / Saturday

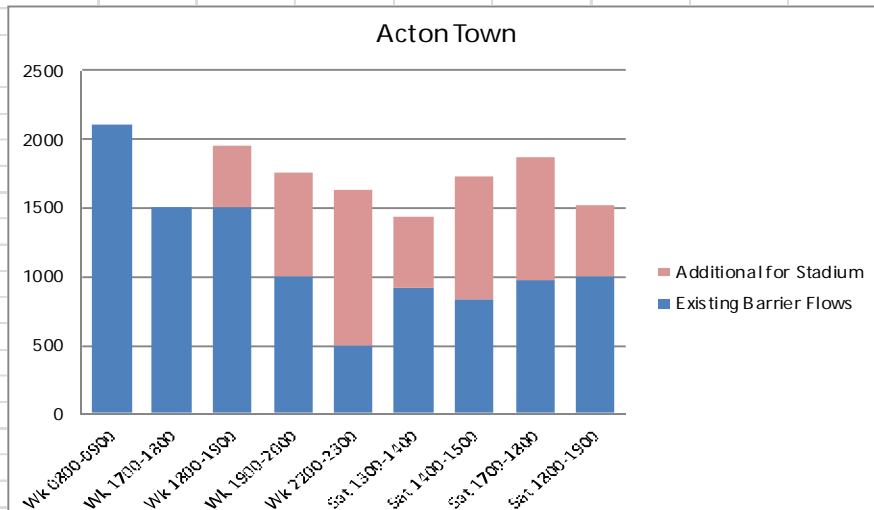


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Gunnersbury/Chiswick Park			
Entry/Exit Flows	Existing Barrier Flows	Additional for Stadium	Total
Wk 0800-0900	2800	0	2800
Wk 1700-1800	1800	700	2500
Wk 1800-1900	1750	1050	2800
Wk 1900-2000	900	1750	2650
Wk 2200-2300	300	2625	2925
Sat 1300-1400	709	1225	1934
Sat 1400-1500	700	2100	2800
Sat 1700-1800	961	2100	3061
Sat 1800-1900	930	1225	2155



Acton Town			
Entry/Exit Flows	Existing Barrier Flows	Additional for Stadium	Total
Wk 0800-0900	2100	0	2100
Wk 1700-1800	1500	0	1500
Wk 1800-1900	1500	450	1950
Wk 1900-2000	1000	750	1750
Wk 2200-2300	500	1125	1625
Sat 1300-1400	912	525	1437
Sat 1400-1500	836	900	1736
Sat 1700-1800	969	900	1869
Sat 1800-1900	998	525	1523



- Encourage Directional Split with Chiswick Park
- Manage Directional Split of Barriers / Queues
- Open Barriers at Peak Flow Periods

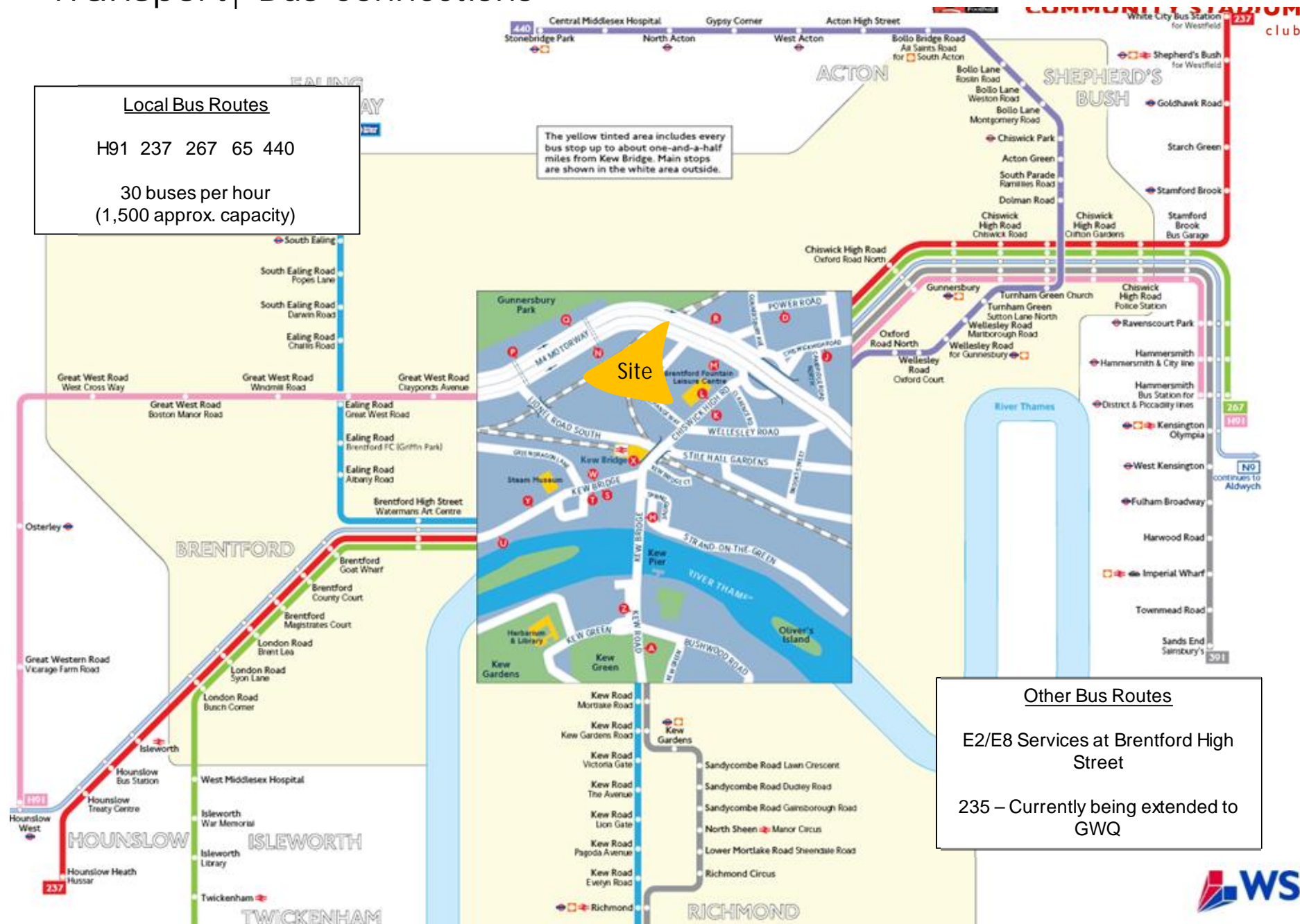
Transport| Bus Connections

Local Bus Routes

H91 237 267 65 440

30 buses per hour
(1,500 approx. capacity)

The yellow tinted area includes every bus stop up to about one-and-a-half miles from Kew Bridge. Main stops are shown in the white area outside.



Other Bus Routes

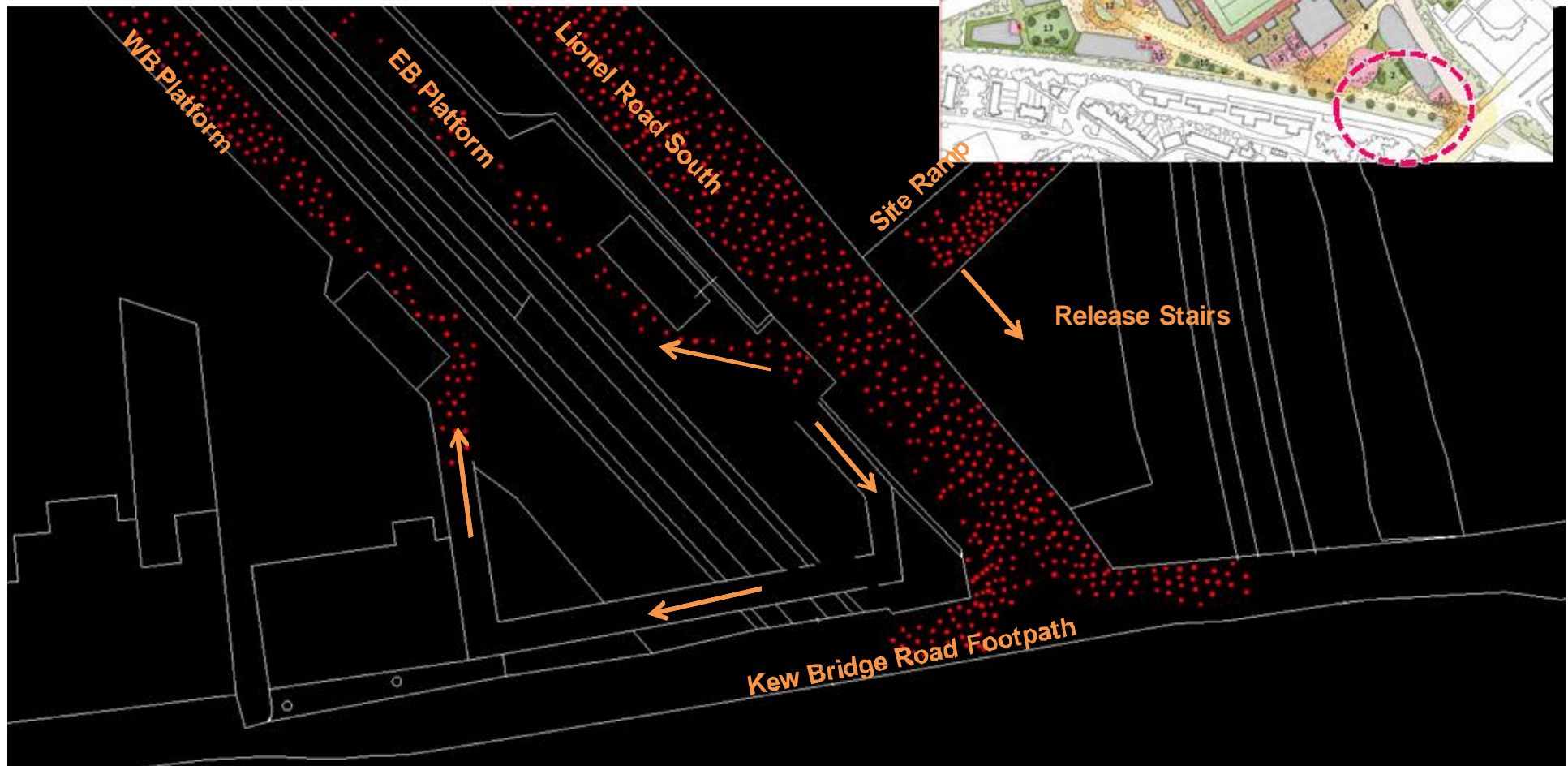
E2/E8 Services at Brentford High Street

235 – Currently being extended to GWQ

Transport| Kew Bridge Station Stadium Access and Control



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Transport | Kew Bridge / Lionel Road South Pedestrian Improvements



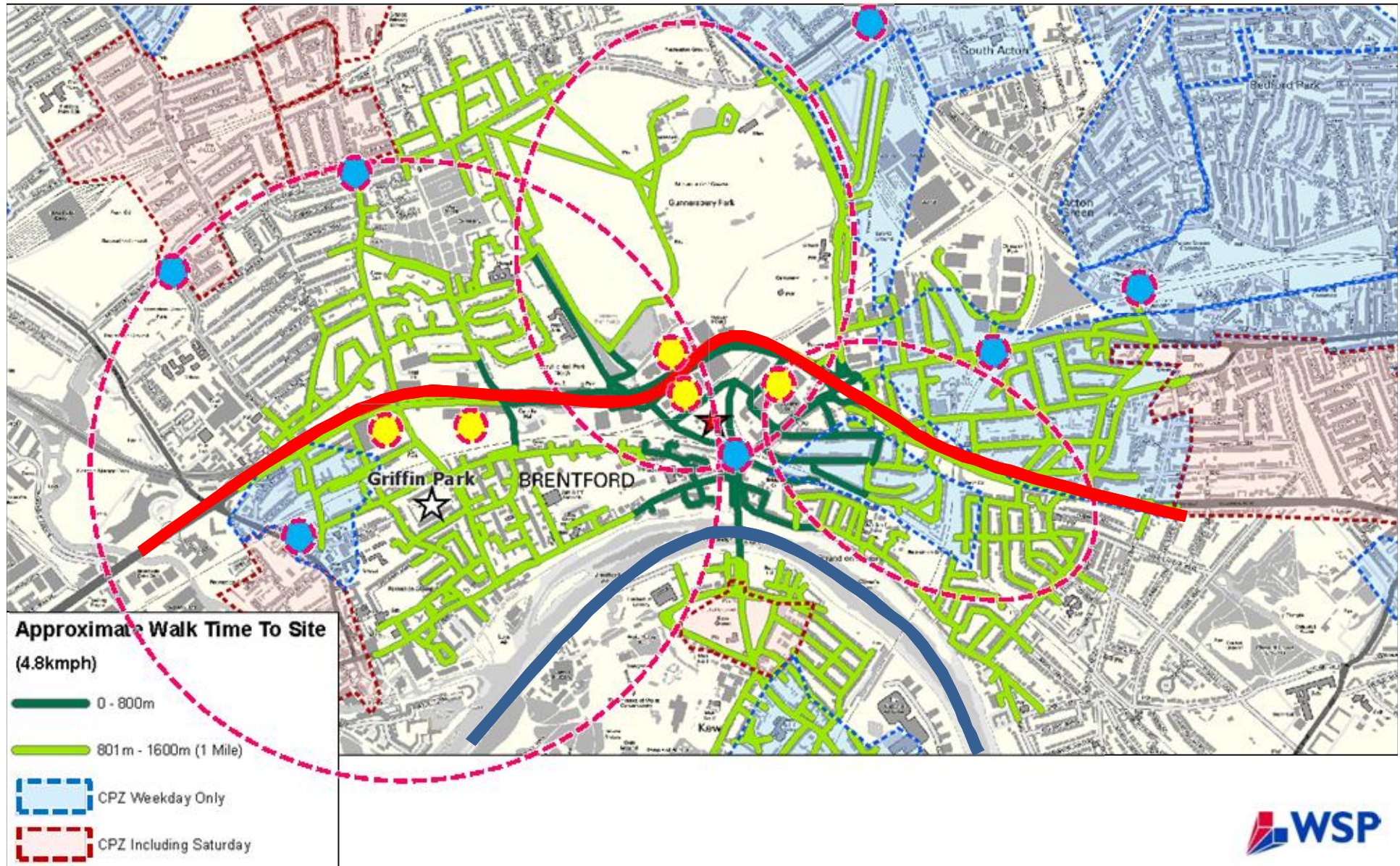
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Transport| Parking



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Transport| Parking



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Transport| Match-Day Vehicle Access



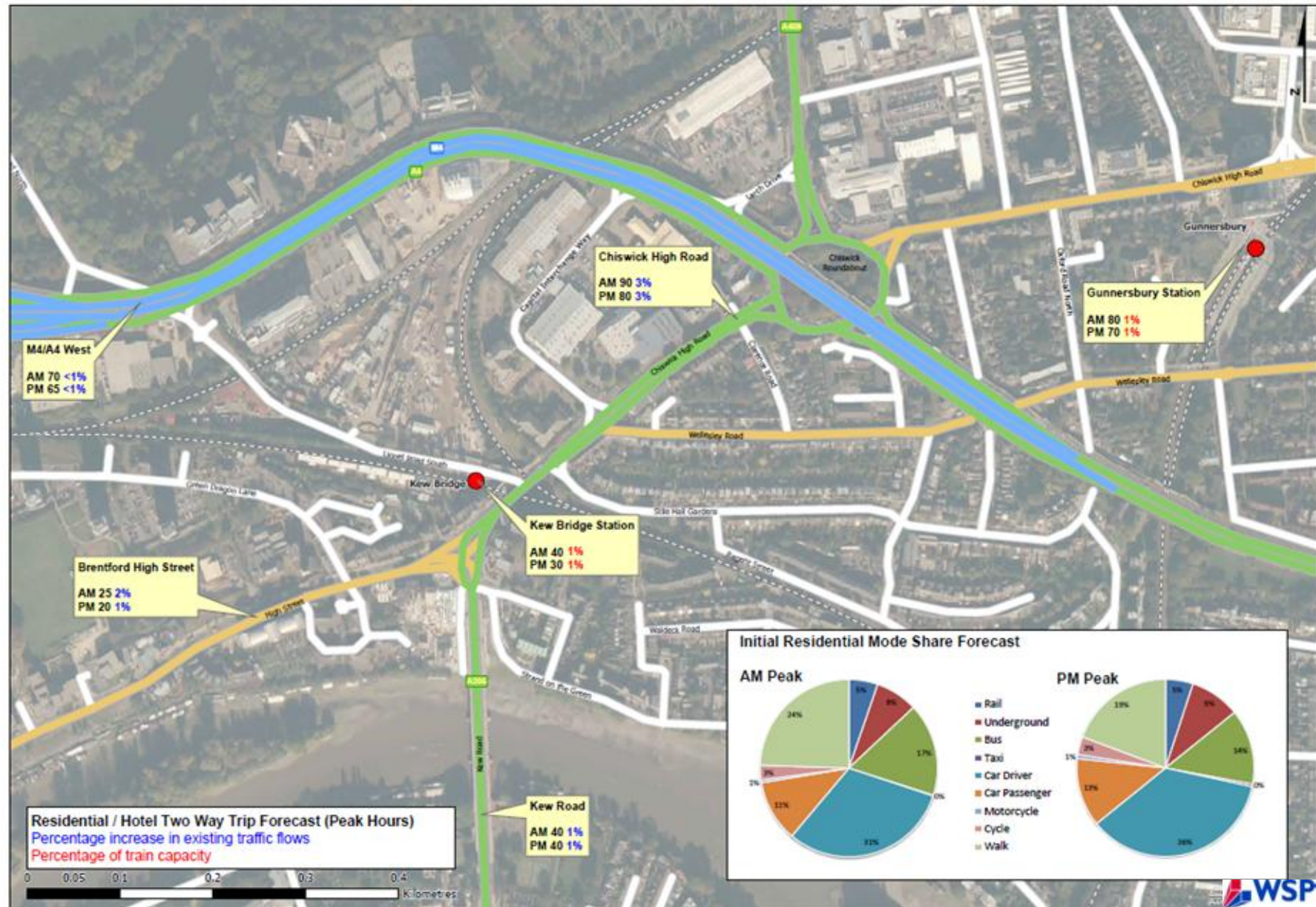
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Transport| Non Match-Day Effects



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Transport| Next Steps



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- Take on Board Comments and Review Strategy / Actions
- Transport for London Consultation – All Modes
- Co-ordination with Cycle Superhighway
- Consultation with LB Hounslow
- Take on Board Comments and Review Strategy / Actions
- Audit of Pedestrian Routes and Station Access Arrangements
- Audit of Residential Streets and Parking Risks / Control Measures Available
- Agreements with Network Rail