

Twickenham Station Pedestrian Modelling



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The project

AECOM was commissioned by Solum Regeneration to undertake the option testing for Twickenham station.

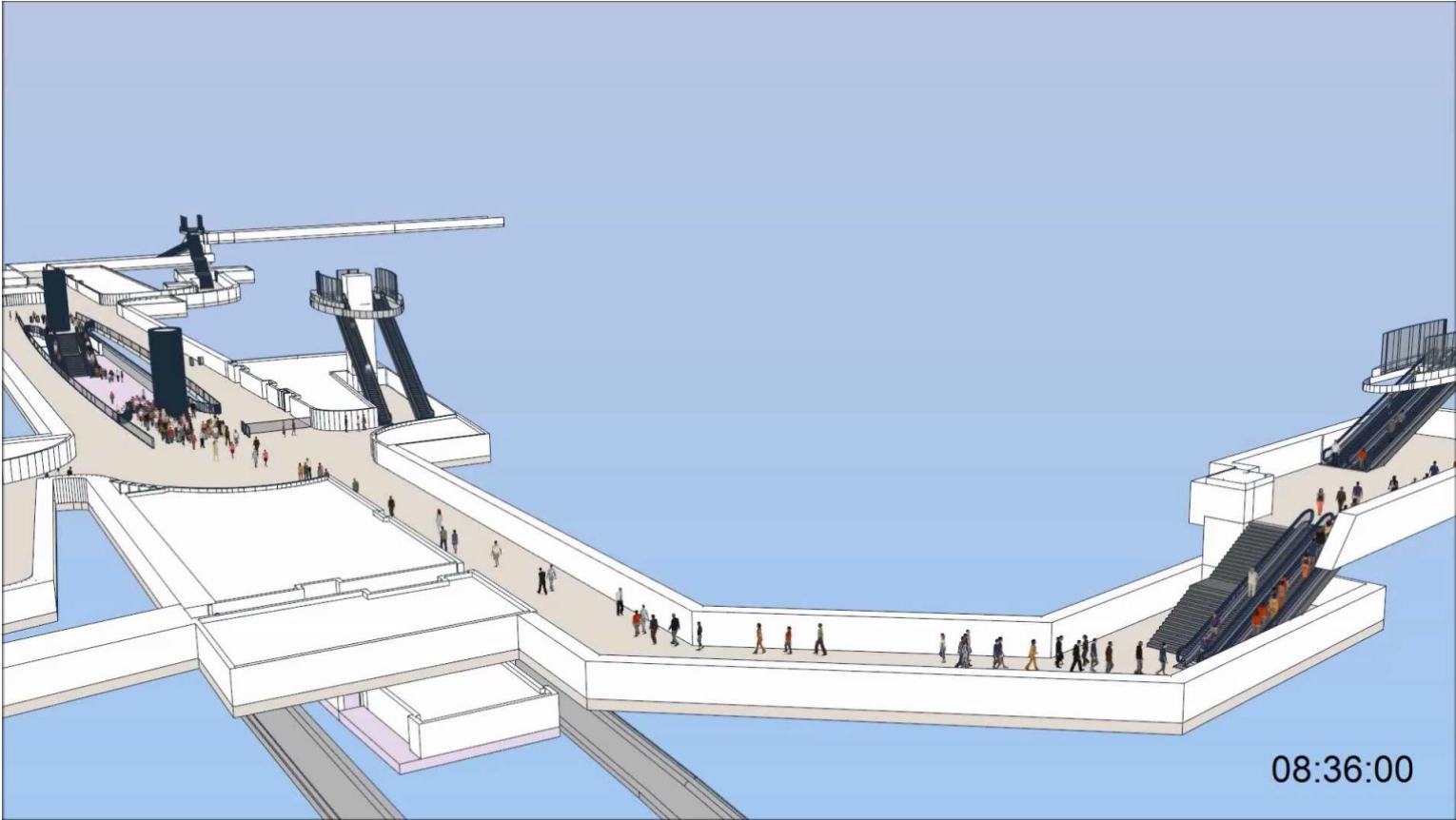
Partners:

- South West Trains
- Network Rail

Objectives:

- Show how the station operates during construction phases
- Show the new station can handle crowds for events like the rugby world cup

What is pedestrian modelling?



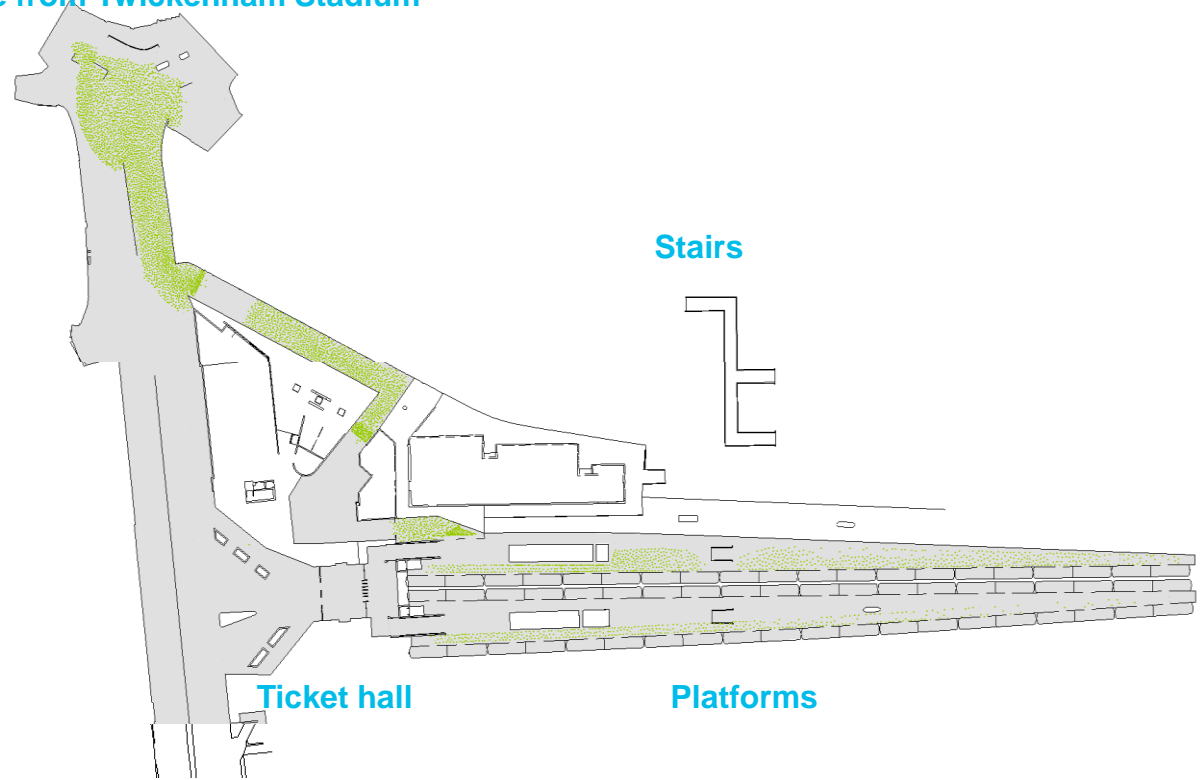
Twickenham station



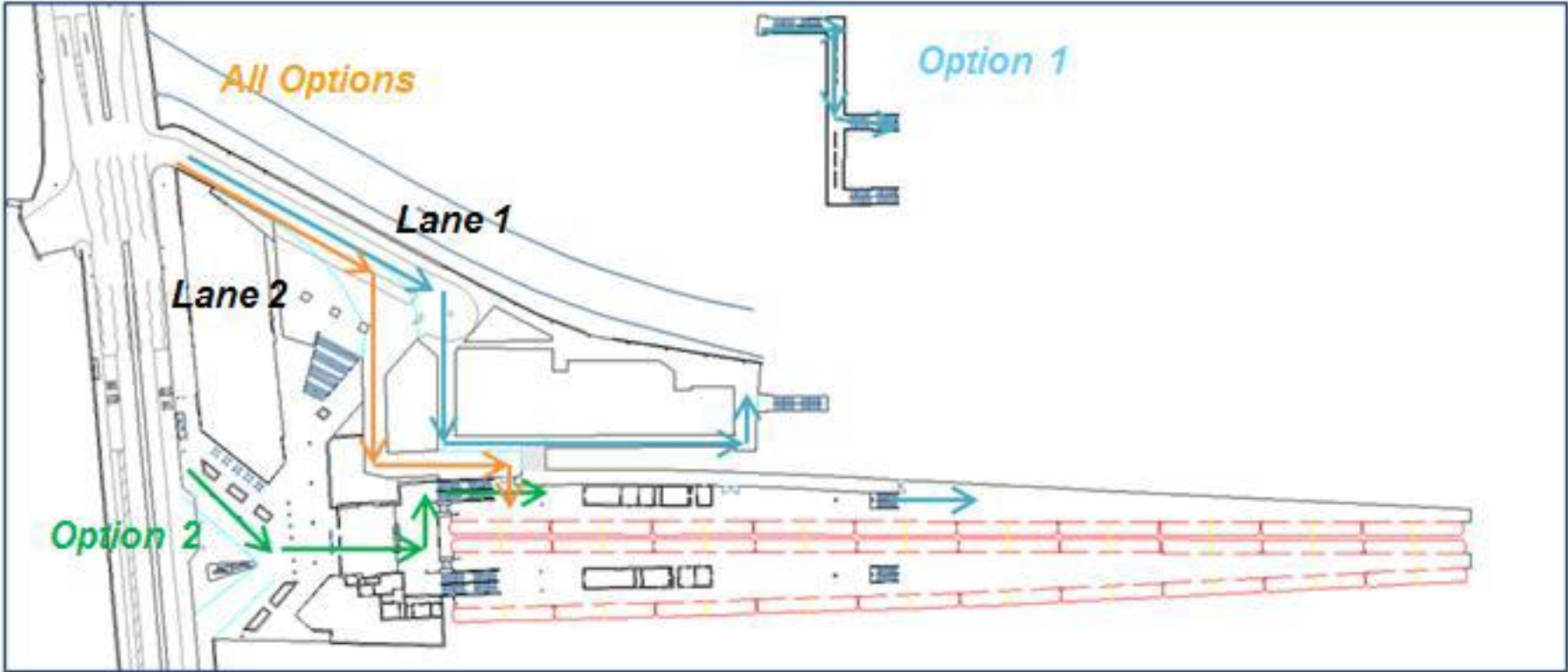
Scenarios

- Normal operation
- Match day operation
- AM and PM
- Pre match and Post matc
- Original station
- Construction phase 1
- Construction phase 2
- Final station

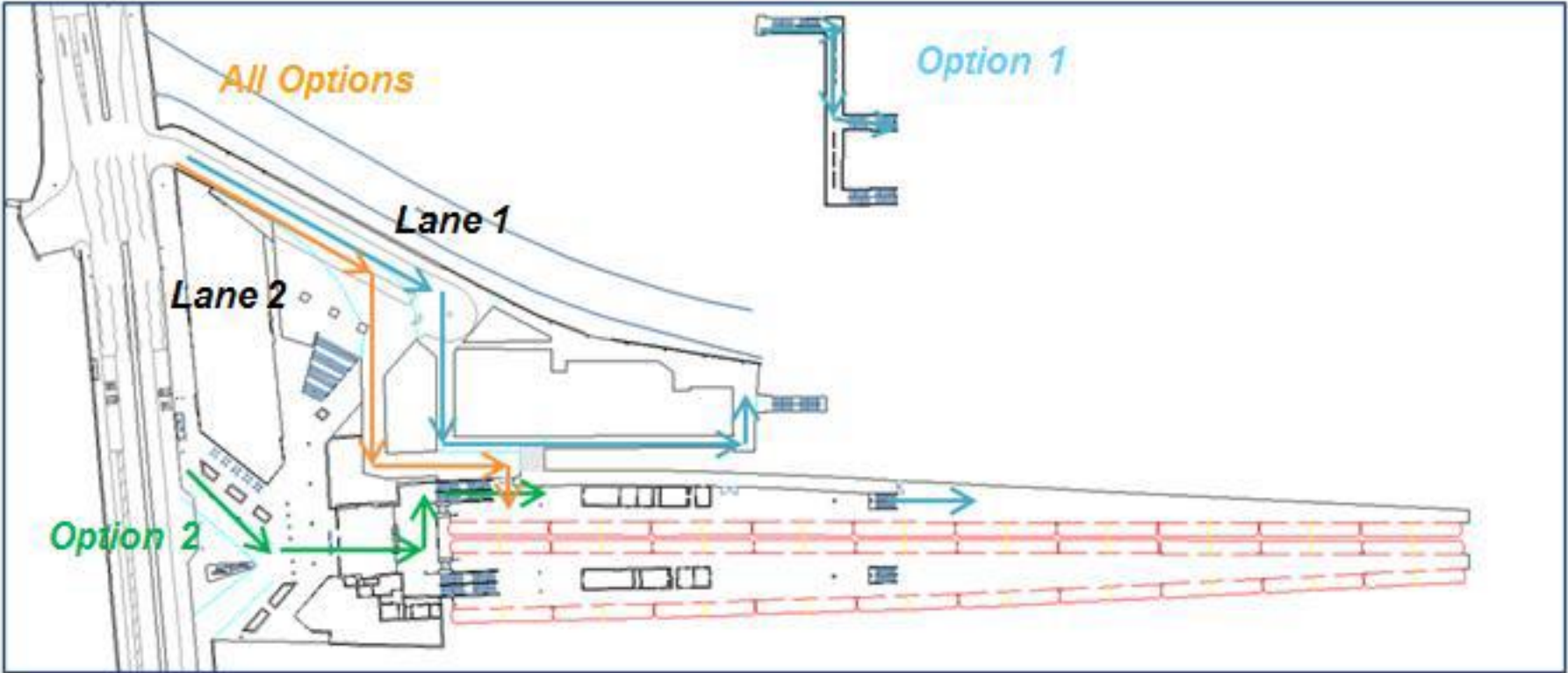
Entrance from Twickenham Stadium



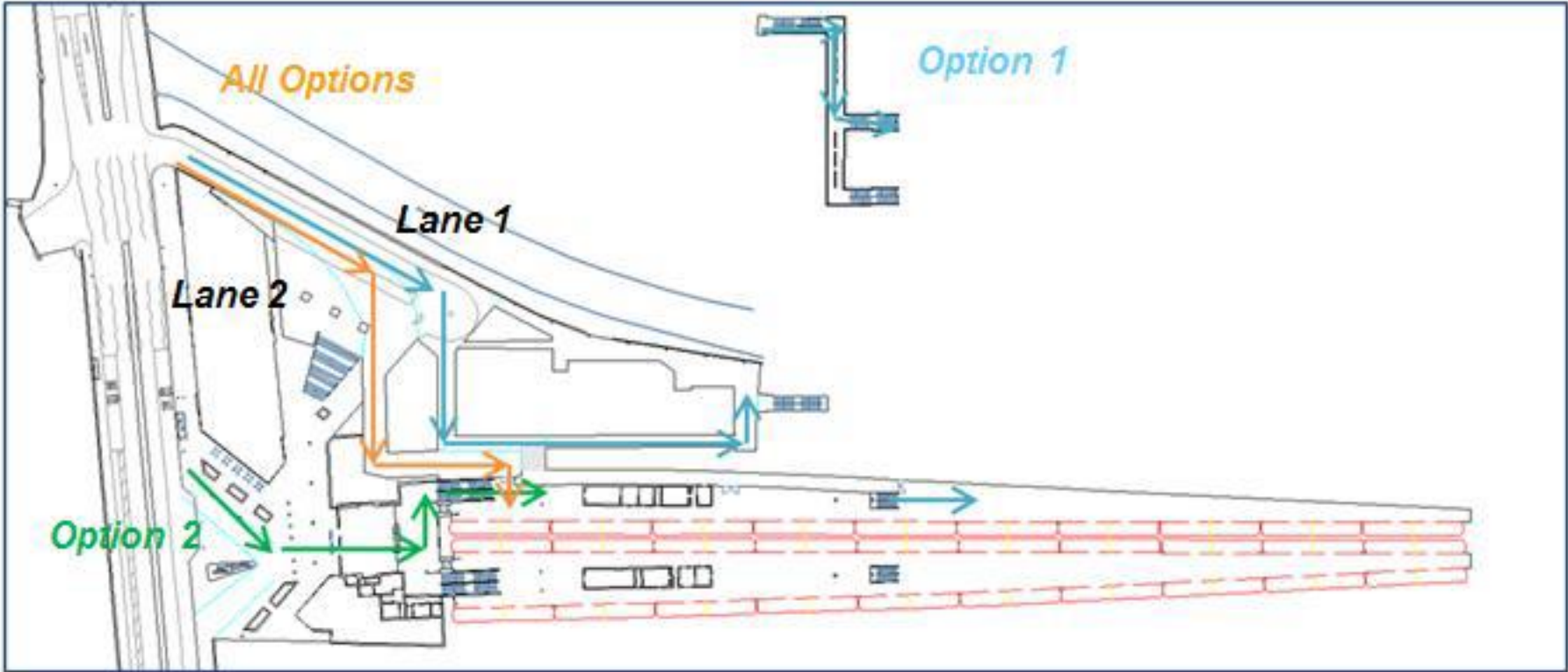
Option 1 - Footbridge Option



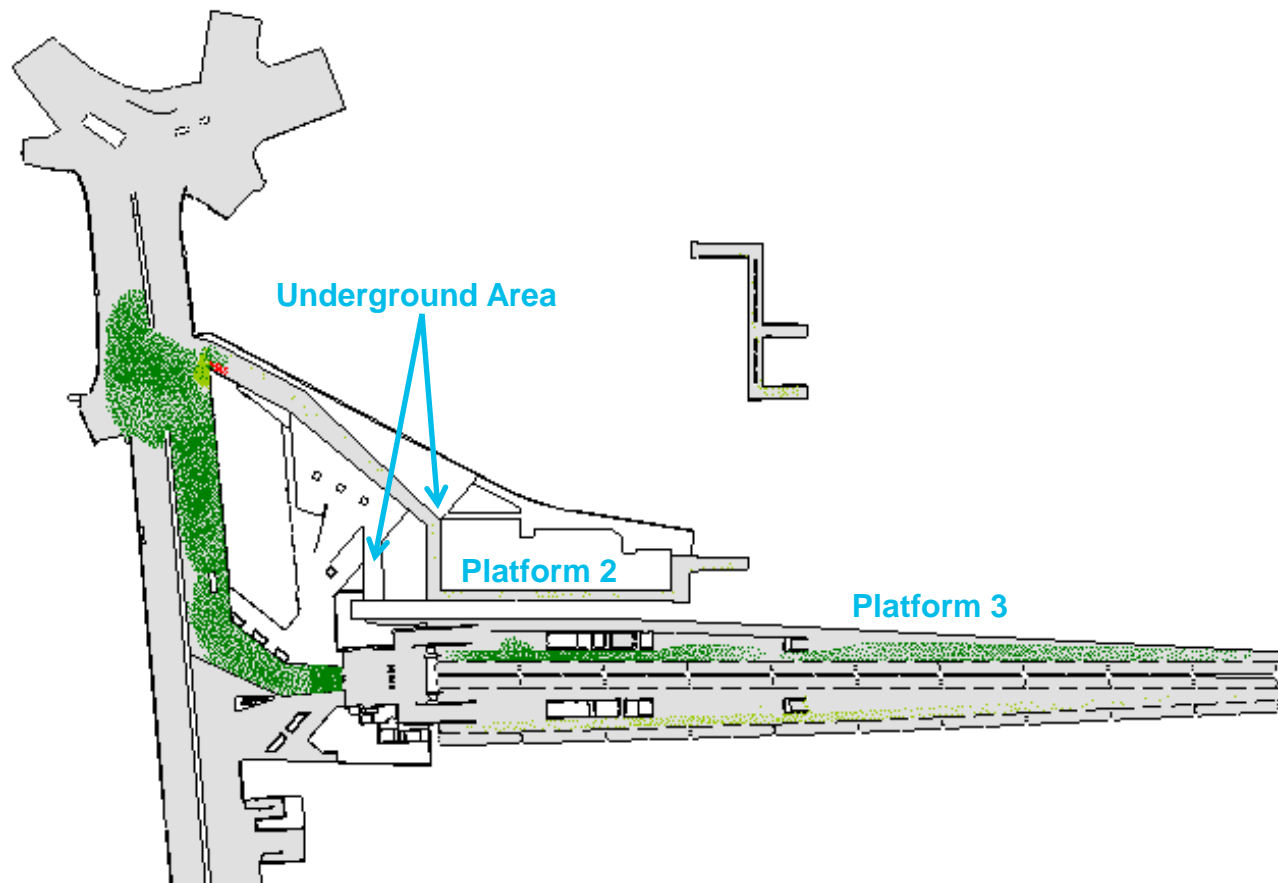
Option 2 – Ticket hall



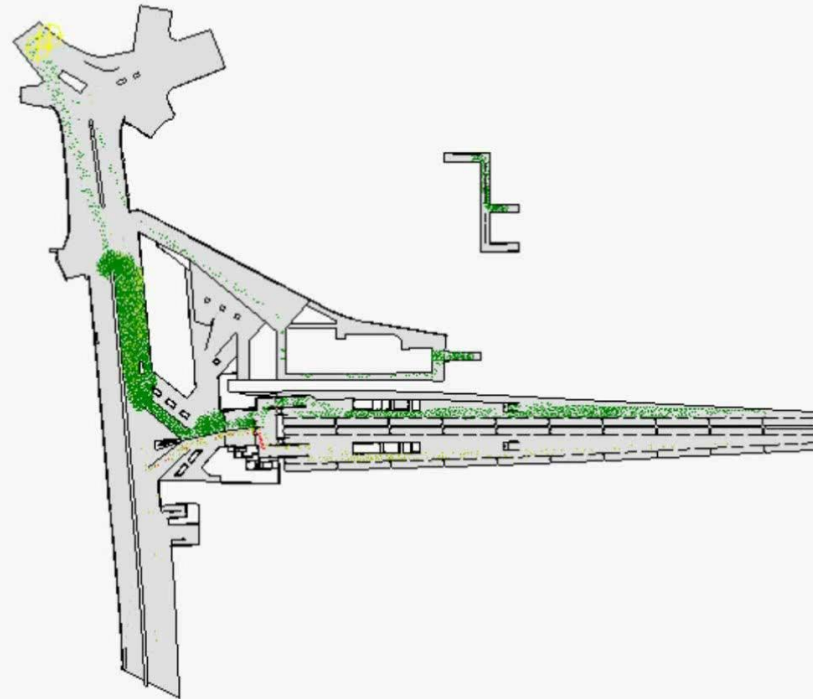
Option 3 - Combination



Preferred Option



Preferred option



20:00:00

Conclusions

The new station can:

- Allow 3500 more people to leave from platform 3 in the modelled time period
- Clear the queue 2 trains before the current station

Construction phases can:

- Allow the station to operate as effectively as it currently does

During normal operation the station can:

- Meet guidelines for station design
- Keep journey times low
- Provide level of service C or better for the majority of the time