

HIGHWAYS ADVISORY COMMITTEE

14 October 2014

REPORT

Subject Heading:

Proposed loading bay and parking improvements in Station Road, Harold Wood.

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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report deals with the outcome of a consultation relating to provision of loading facilities for businesses and improving parking for shoppers in Station Road, Harold Wood.

The scheme is within **Harold Wood** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix A (Schedule of Proposals nos. 1 to 7) of this report are implemented and the necessary traffic orders are made.
 - i) Schedule 1 – Bus stop and stand,
 - ii) Schedule 2 – Loading bay for businesses,
 - iii) Schedule 3 - Pay & Display parking places,
 - iv) Schedule 4 – Taxi rank parking,
 - v) Schedule 5 – Parking bays to set down and pick up passengers,
 - vi) Schedule 6A - Existing Business Permit Holder only bay,
 - vii) Schedule 6B - Existing Shared Residents/Business Permit Holders bay,
 - viii) Schedule 6C - New Business Permit Holders bay,
 - ix) Schedule 7 – Waiting restrictions.
2. That it be noted the cost of carrying out the works is £25,000. This would be met by Transport for London through the allocation for 2014/15 Local Implementation Plan for improving freight and loading facilities package.

REPORT DETAIL

1. Background

As part of the Local Implementation Plan for 2014/15, funding has been allocated by Transport for London for freight loading facilities in the borough. As a result, Station Road has been progressed to address the problems associated with inconsiderate parking of delivery lorries at the existing bus stop which prevents buses from gaining safe access to the bus stop. While reviewing the loading facilities in Station Road, it has been considered necessary to review the existing parking for shoppers, commuters, residents and businesses.

2. Existing traffic conditions in Station Road

- 2.1 Station Road handles considerable amount of both local and through traffic. It is connected to junctions at both ends ie the western end is connected to Gubbins Lane whereas the eastern end is connected to Avenue Road and Queens Park Road. It is also connected by Arundel Road which forms a minor road.
- 2.2 Gubbins Lane is connected to A12 Colchester Road in the north and Squirrels Heath Road in the south which in turn connects to A127 Southend Arterial Road. The above roads convey considerable amount of traffic throughout the day.
- 2.3 Station Road comprises of businesses such as The co-operative food and pharmacy, bakery, food takeaways, Cafe, dry cleaner, news agent, estate agent, hair dressers, Post Office, public house, public library etc. All these businesses attract significant number of customers and delivery of goods throughout the day. Most shops have self-contained residential flats above them and there are business units situated at the rear side of the shops and have a direct access into Station Road. The units attract and generate traffic movements throughout the day.

Public transport facilities in Station Road

- 2.4 Station Road has only one bus route ie 496 whereas the bus stop outside the station serves routes high frequency routes namely 256, 294 and 347.
- 2.5 There is a main line station in Harold Wood which provides rail services (Greater Anglia) between Liverpool Street and Southend-on-Sea. The station is part of Crossrail which is Europe's largest infrastructure project and will support regeneration across the capital. Commuters arrive at the station by public transport, taxis, private cars, walking and cycling. All this leads to considerable amount of traffic in the area during peak periods.

3. Review of existing waiting and loading restrictions

- 3.1 The existing waiting and loading restrictions in Station Road operate between 08:30am to 06:30pm, Monday to Saturdays whereas loading is also permitted during these restricted times, for a maximum period of 20 minutes. Lack of dedicated loading bays for freight deliveries has a detrimental impact on buses on route 496, particularly during peak periods.
- 3.2 The existing bus stop in Station Road is located outside property nos. 7 to 11. The stop has clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week.

Current parking arrangements for buses at existing bus stop

- 3.3 The existing bus stop is situated outside property nos. 7 to 11 Station Road and is a terminus point for buses on route 496. It is for dual use ie stand and a stop. Buses on route 496 drop off passengers at the existing stop outside the Harold Wood station and they park at the bus stand at the end of their service. Buses then move forward to the bus stop to collect passengers when getting into service at scheduled time.

With the current arrangement, buses sometimes experience difficulties to gain access into the existing bus stop due to inconsiderate parking by delivery lorries. This creates difficulties for buses in moving forward to collect passengers particularly with disabilities.

- 3.4 Proposed loading bay in Station Road, outside The Co-operative food

Currently, there is no dedicated loading bay for businesses in Station Road and lack of on-street loading facilities has been raised locally by shopkeepers. Businesses in Station Road receive deliveries throughout the day. The delivery vehicles park in the bus stop which prevents buses from pulling close to the kerb line.

As a result, it is important to provide a loading bay outside nos. 15 and 17 Station Road to ensure that deliveries are carried out safely and without disrupting the buses. The loading bay will allow free loading for maximum 20 minutes with no return within 2 hours. The loading bay will operate from 08:30am to 06:30pm, Monday to Saturdays inclusive.

The proposals will result in displacing some minor parking (loss of 3 parking bays), however, there are proposals to provide additional parking of 4 bays outside the King Harold public house.

It must be empathised that the loading bay is not specifically proposed for The Co-operative food store but also to provide the facility to the shops and businesses in Station Road. The proposals are shown on drawing no. QN013-OF-301.

4. Proposals to provide additional parking for commuters, shoppers and businesses

- 4.1 Parking bays to set down and pick up commuters

It is a common problem that drivers stop close to the stations to drop or collect passengers. Although they stop briefly this holds the traffic at the back. To overcome the problem, it is proposed to provide a parking bay

for a short term parking to enable drivers to park briefly for 5 minutes to drop or collect passengers going to and coming from the station. The bay will safely accommodate 3 cars to park. The proposals are shown on drawing no. QN013-OF-301.

- 4.2 It is proposed to provide additional parking for shoppers to enhance the passing trade. The proposals involve provision of 4 bays in Station Road, outside the King Harold Public House. Parking would operate by Pay and Display and a ticket machine would be installed at a convenient location to dispense tickets. The parking tariff would be the same as in Station Road. The proposals are shown on drawing no. QN013-OF-303.

4.3 Additional parking bays for businesses in Arundel Road

At present, business parking is allocated on the west side of Arundel Road and it is located immediately at entry into the road which is not safe. It is proposed to relocate the existing bay on east side of the road and increase the capacity from 18 metres to 28.5 metres in length. The increase will enable to compensate for the loss of business parking in Station Road. The proposals are shown in drawing no. QN013-OF-304.

5. Alternative measures

Whenever schemes are designed, alternative options are considered in terms of road safety, environmental and financial justifications. The measures designed in the first consultation were abandoned as London Buses (service operations), TfL Taxi and Private Hire, London Taxi Driver Association and a resident had objected the proposals. As a result, the scheme was redesigned reflecting the alternative measures.

6. Outcome of the consultation

Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2013/14 Local Implementation Plan programme, Streetcare Services proceeded with the feasibility design and consultation on various proposals.

First consultation

- 6.1 The first consultation was carried out on 4th July 2014. 75 letters were hand delivered in the consultation area. The proposals were also advertised in the Romford Recorder, London Gazette on 12th August 2014 and site notices were displayed at various locations in the consultation area.

- 6.2 Members of Harold Wood Ward were consulted prior to the consultation. The purpose was to provide an opportunity to Members to comment on the proposals before moving forward to a formal consultation process.
- 6.3 London Buses (bus service operations and infrastructure), TfL Private Taxi Hire, London Taxi Driver's Association and a resident had objected the proposals. Their objections have been summarised in Appendix B of this report. When such situation arises, the Highways Advisory Committee consider that it is important to resolve or negotiate or redesign the proposals where practicable prior to the Committee meeting.

Second consultation

- 6.4 The scheme was redesigned following the first consultation. The emergency services, statutory organisations such as London Buses and the local occupiers were re-consulted. The closing date for receiving any comments was 19th September 2014. Only 2 responses have been received and these were analysed carefully.

7. Summary of consultation responses

Only 2 responses have been received and both are in support of the proposals. Although London Buses have suggested a longer bus cage than the proposed allocation, however, it is not practical to increase the length further at the expense of reducing the zig-zag markings of the existing zebra crossing. The comments are summarised in details and these are included in Appendix B of this report.

8. Recommendations

It is recommended that the proposals as publicly advertised and consulted are agreed. The proposals involve provisions for new a loading bay for businesses, 4 new parking bays for shoppers, Kiss and Ride parking bay, business bays in Arundel Road etc. The measures are attached in Appendix A (Schedule of Proposals) and are shown on drawing nos. QN013-OF-301 to 304, attached to this report.



IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £25,000, which would be met by Transport for London through the allocation for 2014/15 Local Implementation Plan for measures to improve reliability of public transport scheme. The funding will need to be spent by 31st March 2015, to ensure full access to the grant.

This is a standard project for Streetcare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall Streetcare Capital budget.

Legal Implications and risks:

Parking restrictions and loading bays require public advertisement and consultation of proposals before a decision can be taken prior to their implementation.

Human Resources Implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

Equalities Implications and risks:

The Council has a general duty under the Equality Act of 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Scheme project file: QN013 – Freight loading facilities.

Appendix A

(Notice of Proposals)

Draft schedule for recommendations

- 1 – Bus stop and stand;
- 2 – Loading Bay for businesses;
- 3 - Pay & Display parking places;
- 4 – Taxi Rank parking;
- 5 – Parking bays to set down and pick up passengers;
- 6A – Existing Business Permit Holder Only Bay;
- 6B – Existing Shared Residents/Business Permit Holders Bay;
- 6C – New Business Permit Holders Bay;
- 7 – Waiting Restrictions.

Schedule of Proposals

Schedule 1 – Bus Stop and Stand

Station Road, Harold Wood, the north-west side, from a point 2.2 metres north-east of the common boundary of Nos. 5 and 7 Station Road extending north-eastward for a distance of 27 metres.

Schedule 2 – Loading Bay

Station Road, Harold Wood, the north-west side, from a point 8.1 metres north-east of the south-western flank wall of No. 15 Station Road extending north-eastward for a distance of 18 metres.

Schedule 3 - Pay & Display Parking Places

Station Road, Harold Wood

- (a) the north-west side
 - (i) from a point 6.1 metres north-east of the north-eastern flank wall of No. 15 Station Road extending north-eastward for a distance of 30 metres;
 - (ii) from a point 2 metres north-east of the south-western flank wall of No. 33 Station Road extending north-eastward for a distance of 52.2 metres;
 - (iii) from a point 10 metres north-east of the north-eastern flank wall of No. 49 Station Road extending north-eastward for a distance of 24 metres;
- (b) the south side, from a point 2 metres north-east of the south-western flank wall of No.33 Station Road extending north-eastward for a distance of 60 metres.

Schedule 4 – Taxi Rank parking

Station Road, Harold Wood, the south-west side, from a point 2.2 metres north-east of the common boundary of Nos. 5 and 7 Station Road extending north-eastward for a distance of 29 metres.

Schedule 5 – Kiss & Ride Parking Bay

Station Road, Harold Wood, the south-west side, from a point 9.8 metres north-east of the south-western flank wall of No. 15 Station Road extending north-eastward for a distance of 18 metres.

Schedule 6A – Existing Business Permit Holder Only Bay

Station Road, Harold Wood, the south-west side, from a point opposite the common boundary of Nos. 19/21 and 23/25 Station Road extending south-westward for a distance of 11.10 metres.

Schedule 6B – Existing Shared Residents/Business Permit Holders Bay

Station Road, Harold Wood, the south-west side, from a point 6.6 metres north-east of the north-eastern flank wall of No. 49 Station Road extending north-eastward for a distance of 54.5 metres of that flank wall.

Schedule 6C – New Business Permit Holders Bay

Arundel Road, Harold Wood, the north-east side, from a point 14.5 metres north-west of the north-western kerb-line of Station Road extending north-westward for a distance of 28.5 metres.

Schedule 7 – Waiting Restrictions

Arundel Road, Harold Wood,

- (a) the south-west side, between the north-western kerb-line of Station Road and a point 33 metres north-west of that kerb-line;
- (b) the north-east side, between the north-western kerb-line of Station Road and a point 14.5 metres north-west of that kerb-line.

Station Road, Harold Wood,

- (a) the north-west side, between the south-western kerb-line of Arundel Road and a point 20.2 metres south-west of that kerb-line;
- (b) the north-west side, between a point 10 metres north-east of the north-eastern flank wall of No. 49 Station Road and a point 1.6 metres south-west of the north-eastern flank wall of No. 49 Station Road.

Appendix B

Summary of Consultation Responses

Outcome of first consultation in July 2014

1. Havering Cyclists, London Cycle Campaign and Cyclists Touring Club agree that the proposals will be an improvement for the visitors to the shops and have suggested that consideration should also be given improving cycle parking along with other parking measures.

Staff comments: LBH responded that consideration will be given to install new cycle stands where feasible.

2. London Buses (service operations and Infrastructure) have a requirement to park two buses at the existing stand. Each bus is 12 metres long, therefore, the stand must be a minimum 26 metres in length. Alternative option to reduce the length of the existing bus stand outside the station is not possible as through buses also use the slip road and there is insufficient room for both standing and through buses.

Staff comments: The objections were noted and the bus stand was altered from 21 metres to 27 metres to accommodate parking for buses.

3. TfL Taxi and Private Hire have objected to the reduction of the taxi rank in Station Road, Harold Wood. The existing taxi rank is currently busy and it will become more busier as Harold Wood station is part of the Crossrail project where the demand for taxis is due to increase in the future, therefore, the existing bay will need to be retained for the purposes of serving the station.

4. London Taxi Driver Association had objected the proposals on the grounds that the reduction in space on the taxi rank would be insufficient to provide for the demand that is expected to be generated by Crossrail. Furthermore, there is also expected to be an increased demand for taxis in the area due to the local housing developments that are currently in progress.

Staff comments on items 3 & 4. The taxi bay was altered from 19 metres to 29 metres to cater the potential demand in future.

5. A local resident stated that when turning right into Station Road from Arundel Road, drivers have to pull into the road to see around vehicles parked outside of the King Harold Public House.

The problem mainly occurs after 6.30pm and it increases on Friday evenings. The problem further increases by cars parked on opposite side of the junction where the zig-zag markings of the zebra crossing truncate.

The resident considers that if these proposals are approved then an alternative would be to close off Arundel Road at that end and make the residents leave via Gubbins Lane.

Staff comments: when redesigning the scheme, the parking bay was reduced from 5 bays to 4 to enhance visibility for drivers when exiting from Arundel Road. The reason the existing zig-zag markings of the zebra crossing have been truncated is due to the presence of mini-recycle centre where cars stop briefly to discard the rubbish.

Outcome of second consultation in August 2014

1. London Buses (Operations and Infrastructure), have stated that the revised plans are much improved than the previous proposals. The proposed increase in bus cage length and 24 hour clearway will improve the accessibility at the stop.

LB consider that when 2 buses would park at the existing bus stop, the second bus will over hang on the zig-zag markings of the zebra crossing. Although this is legally acceptable, however, when accommodating the second bus within the bus cage, LB have suggested removing 2 zig-zag markings and increasing the length of the bus cage accordingly.

Staff comments: When the new measures were revised, a 27 metre bus cage was designed which is based on accommodating 2 buses, each bus of 12 metres long and an additional space of 3 metres. The existing crossing is very busy due to its close proximity to the Harold Wood Station and shops. Curtailing the zig-zags by 2 markings will not be safe for pedestrians as visibility will be affected by parked buses which are double deck vehicles.

2. Metropolitan Police, Traffic Management Unit have responded that they support the scheme for Station Road, Harold Wood.

Appendix C

Proposed layout drawings

QN013-OF-301 to 304