



# HIGHWAYS ADVISORY COMMITTEE

14 August 2012

# REPORT

**Subject Heading:**

**GIDEA PARK STATION AREA SCHEME  
Final Phase, outcome of public  
consultation**

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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 sets out the comments received in response to a public consultation on proposals for providing a short term drop off/pick up bay, a speed table and an accessible bus stop as part of an ongoing improvements package for the area around Gidea Park Station.

This scheme is within the **Squirrels Heath** 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 various elements be implemented as set out in the following report and shown on Drawings;
  - QL008-SK05/1
  - QL008-SK05/2
  
2. That it be noted that the estimated cost of £150,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Gidea Park Walkability Project.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council has been awarded £150,000 by Transport for London through the Local Implementation Plan for the 2012/13 financial year to complete a package of works to improve the area around Gidea Park Station, following funding in the previous 2 financial years.
- 1.2 The scheme is also intended to compliment the Crossrail scheme, part of which includes Gidea Park as a station served by the route.
- 1.3 The scheme has been split into 2 phases with Phase 1 being completed during 2010/11 and 2011/12 as follows;
  - Renewal of footways in Balgores Lane (outside the shops) and a small part of Station Road (opposite the station. The works used natural stone (granite) to enhance the Gidea Park Conservation Area;
  - Removal of unnecessary street furniture
  - New trees
  - Complete replacement of street lighting

1.4 Phase 2 had been planned to undertake the following works;

- Creation of a dedicated drop off/ pick up bay outside the station entrance to allow drivers to stop for a short period of time to pick up/ drop off those using the railway (sometimes called “kiss and ride”); provided to reduce illegal waiting in the bus stops and on the zig-zags of the zebra crossing;
- A wider footway area outside the station;
- Provision of a loading bay on Station Road, just east of the station to allow local businesses to load and unload legally (to reduce illegal loading in the bus stops);
- Upgrade of existing bus stops on Station Road so they are fully accessible (provision of higher kerbs to meet low floor buses and new paving),
- A raised entry table for Fairholme Avenue at its junction with Balgores Lane to improve pedestrian access to the shops and station area so that pedestrians can cross on a more level surface;
- Further tree planting;
- Further removal of any unnecessary street furniture.

1.5 In undertaking further detailed design work it has been shown that the provision of both the short term-drop off bay and loading bay is not possible because of lack available kerb space and a dropped kerb serving a plot of land to the east of the station. Therefore, work has concentrated on the short term drop off bay as a facility directly improving access to the station.

1.6 In presenting the scheme to the committee previously (25<sup>th</sup> January 2011), concerns were raised with the proposed widening of the footway outside the station and its impact on traffic flow and larger vehicles using the junction with Balgores Lane. Staff can confirm that the footway widening fully allows 2-way traffic to be maintained and indeed, articulated lorries can perform all turns at the junction. Drawing QL008-SK03 shows a 16.5m maximum legal articulated vehicle performing the turns.

1.7 In taking the scheme forward, the following proposals were advertised, along with letters being hand delivered to those potentially affected by the proposal and letters sent to statutory and local consultees, along with ward councillors;

- Short term drop-off/ pick-up bay outside the station, 5 minutes maximum stay. Letters delivered/ sent 31<sup>st</sup> May 2012, closing date for comments 22<sup>nd</sup> June 2012. (Businesses fronting Station Lane)

- Speed table in entrance to Fairholme Avenue (Balgores Lane end). Letters delivered/ sent 22<sup>nd</sup> June 2012, closing date 13<sup>th</sup> July 2012. (Businesses either side of junction, and 20 residents in Fairholme Avenue)
- These proposals are shown on Drawings QL008-SK05/1 & QL008-SK/2

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 1 response had been received from the Public Carriage Office of Transport for London making the following comments;

- There is currently a taxi rank on the North side of the station but the location of it is not ideal for passengers exiting the station. Although it is used for taxi card and other radio work, I would request a taxi rank at the main entrance/exit to the station to be included in this scheme so that taxis can serve the station.
- How would the proposed set down bay be enforced? There is a danger that private hire vehicles would use this bay to illegally 'rank' and wait for passengers exiting the station. Private Hire Vehicles need to be pre-booked so we would like some assurance that the bay would not be abused. Putting in a taxi rank in a location where there is a sightline for passengers exiting the station would also help to avoid this.

## **3.0 Staff Comments**

- 3.1 The intention of the short term bay is to allow all drivers to have an opportunity to legally drop off/ pick up passengers for the station rather than being tempted to stop in the local bus stops or on the zig-zags of the zebra crossing outside the station which is often the case.
- 3.2 With the zebra crossing, the proposed bay and the existing bus stop there is not enough space to physically provide another taxi rank, although taxis will of course be able to use the facility to drop off and pick up for up to 5 minutes.
- 3.3 Private hire vehicles will also be able to use the bay for drop off and pick up as any other driver, but the maximum stay is set at 5 minutes which is enough to help passengers unload from vehicles, but also means that the enforcement team can easily ensure that motorists are not stopping for too long.
- 3.4 As stated in the response from TfL, there is already a taxi-rank serving the station and so the scheme does not diminish any existing facility.

- 3.4 Given that another taxi rank cannot physically be provided and in the absence of any other comments, Staff recommend that the scheme proceeds to construction.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of £150,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Gidea Park Walkability Project.

### **Legal implications and risks:**

Parking bays and speed tables require advertisement and consultation before a decision can be made on their implementation.

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

### **Human Resources implications and risks:**

None.

### **Equalities Implications and Risks:**

The provision of purpose-designed dropping off and loading facilities can reduce the incidence of illegal parking in bus stops and on pedestrian crossings which can cause safety and accessibility problems.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community. The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded.

Good quality footways, reduced street clutter, level road crossing points and improved street lighting can help pedestrians of all abilities to negotiate the public realm. Good street lighting can assist with pedestrians and drivers being able to clearly see each other at night. This also contributes to the Council's general duty under the Equality Act 2010.

## BACKGROUND PAPERS