



HIGHWAYS ADVISORY COMMITTEE

17 September 2013

REPORT

Subject Heading:

**GIDEA PARK STATION AREA
LOADING, PARKING AND BUS STOP
ACCESSIBILITY PROPOSALS
Outcome of public consultation**

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk

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 responses to a consultation for the provision of loading bays, parking bays and parking restrictions in Balgores Lane and a bus stop clearway in the westbound bus stop in Station Lane and seeks a recommendation that the proposals to be implemented as set out in the report.

The scheme is within **Squirrels Heath** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the various loading bays, parking bays, parking restrictions and bus stop clearway as set out in this report and shown on the following drawings are implemented;
 - QL008-OB-008A
 - QM009-OB-001A
 - QM009-OB-002A
2. That it be noted that the estimated cost of £20,000 for implementation of the loading bays, parking bays and parking restrictions will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Freight Loading Facilities.
3. That it be noted that the estimated cost of £1,500 for implementation of the bus stop clearway will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

REPORT DETAIL

1.0 Background

- 1.1 Works have been ongoing in the area around Gidea Park Station in recent years which has resulted in a substantially improved urban realm. Most of the work has been funded through the annual Transport for London Local Implementation Plan through a 3-year allocation which ended in 2012/13.
- 1.2 Streetcare has more recently allocated some highways capital funding to extend the works further and this is currently ongoing and will end in 2014/15.
- 1.3 As part of the continued liaison with local businesses and other stakeholders (such as London Buses), further TfL-funding opportunities have presented themselves in terms of providing additional parking facilities, new loading facilities and making the westbound bus stop opposite Gidea Park Station fully accessible.

1.4 Staff have developed a number of proposals as follows, which were taken forward to public consultation;

Drawing Reference	Location	Description of proposals
QL008-OB-008A	Station Road Layby outside 10 to 36	Bus Stop in layby restricted with a 24 hour bus stop clearway (as with the bus stop on the opposite side of the road), so that all bus services can access the stop at all times of the day.
QM009-OB-001A	Balgores Lane Northeast side, adjacent to Chalforde Gardens	<p>A new loading bay built as a layby, with a new footway laid behind and the planted area re-landscaped.</p> <p>Operational 8:30am to 6:30pm; Monday to Saturday; 20 minutes loading, no return within 2 hours.</p>
QM009-OB-002A	Balgores Lane 142 to 156	<p>3 additional pay-and-display parking bays outside 154/156, operational as with the existing bays on the railway bridge (8:30am to 6:30pm; Monday to Saturday; 20p for up to 2 hours, 50p for up to 3 hours).</p> <p>A new loading bay outside 150/152; operational 8:30am to 6:30pm; Monday to Saturday; 20 minutes loading, no return within 2 hours.</p> <p>A new loading bay outside 144/146; same terms of operation as above.</p> <p>Double yellow line restrictions outside 146 to 150 to keep bend clear.</p> <p>Double yellow line restrictions across the vehicle access next to 156.</p>

- 1.5 52 letters were hand-delivered to those potentially affected by the proposals on or just after 25th July 2013, with a closing date of 16th August 2013 for comments.
- 1.6 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 2 responses were received. The first was from a resident opposite the proposed loading bay adjacent to Chalforde Gardens who was concerned about the potential for loading to take place early in the morning or at night.
- 2.2 The second response was from C&M Insurance (156 Balgores Lane) which welcomed the proposals and was grateful that the Council had proposed restrictions across the vehicle crossing to the rear of the shops.

3.0 Staff Comments

- 3.1 With regard to the proposed loading bay adjacent to Chalforde Gardens, the area is currently available and is used for loading during the day (permitted on the current single yellow line restriction). The proposal allows loading to take place off the main carriageway at the same times as the local parking scheme. Other than any planning restrictions on individual businesses, loading can take place "out of hours", but the proposals cannot prevent such.
- 3.2 The parking/ loading bays and restrictions north of the railway bridge have been designed to complement each other and provide parking and loading where there currently is none available during the day, but restricting areas at any time where parking is not considered desirable.
- 3.3 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £20,000 for implementation of the loading bays, parking bays and parking restrictions will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Freight Loading Facilities. The estimated cost of £1,500 for implementation of the bus stop clearway will be met by

Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to be made by this committee when a report is received with the results of the consultation. A final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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 overspend, the balance would need to be contained within the overall StreetCare Capital budget.

Legal implications and risks:

Waiting restrictions, parking bays and loading bays require consultation and the advertisement of proposals before a decision can be taken on their introduction.

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 Council has a general duty under the Equality Act 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.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

BACKGROUND PAPERS