CITY OF WESTMINSTER – CITY MANAGEMENT AND COMMUNITIES

DELEGATED AUTHORITY OBJECTIONS REPORT 7264

TRAFFIC ORDERS – WOODFIELD ROAD

AMENDMENT TO PARKING FACILITIES IN CONNECTION WITH THE RE-DEVELOPMENT OF NO. 325 HARROW ROAD (Drawing Nos. 70017654-TMO-01 Rev D & 70017654-TMO-02 Rev D & Rev E)

(Westbourne Ward)

BACKGROUND

On 2nd April 2015, the City Council granted planning permission (RN.14/10441/FULL) for the redevelopment of the former Police Station at No. 325 Woodfield Road into 63 residential dwellings. In connection with the development, on 21st September 2016 the former City Transport Advisor considered and approved a report under his delegated powers allowing consultation on proposals to:

(a) replace 14.2 metres of residents' parking on the north side of the southern arm of Woodfield Road with double yellow lines "at any time" waiting restrictions;

(b) replace the existing double yellow lines "at any time" waiting restrictions on the west side of the eastern arm of Woodfield Road with residents' parking (30 metres); and

(c) replace a redundant "White Badge" disabled person's parking bay on the west side of the eastern arm of Woodfield Road with a pay-by-phone parking.

Following the publication / posting of press and street notices during September/October 2016 and consultation with frontagers and other key parties on the proposed measures two responses were received, as detailed in the Appendix to this report. The extent of the letter consultation included three ward councillors, two local residents' associations, 40 statutory bodies and 68 frontagers.

However, on 12th September 2016, WSP/Parsons Brinckerhoff carried out a separate "informal" consultation with local residents and businesses in Woodfield Road, detailing proposals for a local safety scheme which would reverse the direction of the one-way working in Woodfield Place (to run southbound towards Woodfield Road) and restore two-way working in Woodfield Road.

The local safety scheme also proposed changes to the layout of parking on the west side of Woodfield Road, which conflicts with the proposal in paragraph (b) above to introduce 30 metres of residents' parking space. It is considered that a 15.4 metre length of double yellow line "at any time" waiting restrictions should remain at this location to provide ample space for vehicles to give way to each other once Woodfield Road becomes two-way. Therefore, it is only possible to provide two additional residents' parking spaces instead of the six proposed. Overall the number of available residents' parking spaces will remain unchanged. The revised proposals in this length of Woodfield Road are shown on drawing no. 70017654-TMO-02 Rev E.

WSP | Parsons Brinckerhoff, 10th Floor, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, UK; T 020 3116 5995

The formal Traffic Order consultation on the local safety scheme took place in March 2017, following approval granted on 6th March (reference 7206). A separate report will detail the responses received in relation to that consultation.

RECOMMENDATION

It is recommended that the Traffic Orders are made as proposed to facilitate the implementation of the scheme shown on Drawing Nos. 70017654-TMO-01/D & 70017654-TMO-02/D, with the exception that a 15.4 metre length of double yellow line "at any time" waiting restrictions is introduced on the west side of Woodfield Road instead of 30 metres of residents' parking space originally proposed (as shown on drawing no. 70017654-TMO-02/E).

I agree / disagree with the recommendation.

Signed [redacted] Date 11 APRIL 2017

Programme an Contract Manager
(City Management and Communities)

Signed [redacted] Date 11 APRIL 2017

Head of Road Management
(City Management and Communities)

APPENDIX

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
[redacted] First email dated 26th September 2016	1.	[redacted] wishes to clarify whether the two sets of proposals which details are given below are connected? **Ref No: 70010103-S6-69:** (a) reverse the direction of the one-way working in Woodfield Place to run southbound towards Woodfield Road; (b) convert Woodfield Road in its entirety to two way working. **Ref: 7264/MG:** (a) replace 14.2 metres of residents' parking on the north side of the southern arm of Woodfield Road with double yellow lines "at any time" waiting restrictions; (b) replace the existing double yellow lines "at any time" waiting restrictions on the west side of the eastern arm of Woodfield Road with residents' parking (30 metres), and (c) replace the redundant "White Badge" disabled person's parking bay on the west side of the eastern arm of Woodfield Road with a pay-by-phone parking bay. [redacted] confirms that [redacted] submitted comments to the project manager under Ref No: 70010103-S6-69 on 16th September 2016. [redacted] commented that they have correspondence, proposals, plans, drawings,	1.	A WSP | Parsons Brinckerhoff representative contacted [redacted] by telephone on 26th September 2016 to confirm that the proposals under reference 70010103-S6-69 (the proposed local safety scheme) and 7264/MG (parking changes in connection with the development of No. 325 Harrow Road) are separate schemes. It was acknowledged that this was confusing, particularly in respect of the conflict between the two designs of the parking layout on the west side of Woodfield Road. WSP | Parsons Brinckerhoff also wrote to [redacted] and other respondents on 21st October 2016 addressing the concerns raised in response to the "informal" consultation on the local safety scheme.

APPENDIX (continued)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		photographs, etc, in connection with Woodfield Road and its history going back well over twenty years. It is one proposal after another. [redacted] further states that one thing that is of the greatest importance in their view is how the City Council and everyone else sees and has taken into account the construction traffic that will develop for the Hathaway House site. This will have grave consequences on anyone's current proposals.		The City Council follows a code of practice to monitor, control and manage construction impacts on sites throughout Westminster. The code sets out the standards and procedures to which developers and contractors must adhere to assist with managing the environmental impacts, and the effect on the amenity and safety of local residents.
Second email dated 20th October 2016	2.	[redacted] states that the explanations given by the WSP/Parsons Brinckerhoff representatives are very clear and [redacted] shall pass them on also to their neighbour, [redacted] who lives at [redacted] for [redacted] information, as this matter was of particular concern to her as well. [redacted] further comments that although the proposals under 7264/MG and [redacted] are 'not connected' (on paper or, as one now needs must say, in the virtual world), nevertheless are in contact with each other about this situation as Woodfield Road, its residents and traffic, its parking, entrances and exits etc are, in the real world at least, very much connected indeed!	2.	[redacted] comments are noted. As above, it is regrettable that consultation on the two separate schemes was carried out at the same time, which inevitably led to unnecessary confusion.

APPENDIX (continued)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
[redacted] Email dated 14th October 2016	3.	[redacted] strongly objects to this proposal on the grounds that the plan references 70017654-TMO-01 and 70017654-TMO-02 attached to the letter received dated 22nd September 2016 [7264/MG] is inconsistent with the plan references 70010103-CD-01 and 70010103-CD-02 attached to the letter dated 1st September 2016 (Local Safety Scheme). The arrangements of the parking bays are completely different. Secondly, the Woodfield Road eastern arm is too narrow for a two-way street and it has been a residential road well before Redrow arrived on location. Therefore, the reasoning given for the re-direction of traffic and re-arrangement of residential parking as being exclusively for the sole benefit and convenience of currently non-existent Redrow residents is not only insulting, but also superficial. It is also a total waste of public money. This proposal will also increase the level of traffic on the eastern arm of the Woodfield Road causing higher levels of noise, vibration and pollution throughout the day and night. In addition, the Woodfield Road eastern arm will end up becoming a short cut between the Great Western Road and the Harrow Road especially when there is no indication of a tonnage restriction within the proposal. The tonnage on	3.	It is regrettable that consultation on the two separate schemes was carried out at the same time, which inevitably led to unnecessary confusion, particularly in respect of the conflict between the two designs of the parking layout on the west side of Woodfield Road. However, it is considered that a 15.6 metre length of double yellow line "at any time" waiting restrictions should remain at this location to provide ample space for vehicles to give way to each other once Woodfield Road becomes two-way. Therefore, it is only possible to provide two additional residents' parking spaces instead of the six proposed. Overall the number of available residents' parking spaces will remain unchanged. WSP/Parsons Brinckerhoff wrote to [redacted] and other respondents on 21st October 2016 addressing the concerns raised in response to the "informal" consultation on the local safety scheme, specifically on the revisions to traffic management associated with that scheme. [redacted] has also responded to the Traffic Order consultation on the local safety scheme carried out during March 2017, and [redacted] comments on the effects of the proposed two-way working in Woodfield Road one-way will be

APPENDIX (continued)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		the Woodfield Road was changed from 3.5 tons to 7.5 tons exclusively for the convenience of the Redrow construction. Currently, the Woodfield Road is carrying 4 tons more than it should be on a daily basis and has sustained the increased tonnage volume for 3 years. 7.5 tons is too high a tonnage for a narrow residential road.		formally considered as part of the Delegated Authority "objections" Report process for that scheme.

AGGREGATE CHANGES			
Type of parking	**Existing**	**Proposed**	**Difference**
Residents bays	54.3 metres (10 spaces)	70.8 metres (14 spaces)	+ 16.6 metres (+ 4 spaces)
Pay-to-park bays	10.9 metres (2 bays)	16.5 metres (3 bays)	+ 5.6 metres (+ 1 space)
Disabled parking	22.2 metres (4 bays)	16.5 metres (3 bays)	- 5.7 metres (- 1 space)
Double yellow lines	48.1 metres	33.9 metres	- 14.2 metres
Single yellow lines (Mon – Fri, 8.30am – 6.30pm)	1.4 metres	0 metres	- 1.4 metres
Loading restrictions (Mon – Fri, 8am – 9.30am and 4.30pm – 6.30pm)	9.7 metres	9.7 metres	no change

HARROW ROAD

BUS STOP

BUS STOP

TS

9.7m

SP

D

DISABLED

6.2m

SP

D

DISABLED

5.5m

D

DISABLED

5.4m

325 HARROW ROAD
DEVELOPMENT

LC

28.3m

WOODFIELD ROAD

PBP

PBP

5.5m

5.4m

WV

MH

SP

D

DISABLED (REAR of BUS STOP)

5.1m

10.1m

GV

LC

CH

LC

1.4m

R

54.3m

WOODFIELD ROAD

KEY

R	RESIDENTS BAYS
D	DISABLED 'BLUE BADGE' BAY
D	DISABLED 'WHITE BADGE' BAY
PBP	PAY TO PARK BAYS
	DOUBLE YELLOW MARKINGS NO WAITING, "AT ANY TIME"
	SINGLE YELLOW MARKINGS NO WAITING, MON-FRI 8:30AM-6:30PM
| |	SINGLE KERB MARKINGS LOADING RESTRICTIONS, MON-FRI 8AM – 9.30AM and 4.30PM – 6.30PM

NOTES:

1. FOR PROPOSED LAYOUT REFER TO DRAWING No. 70017654-TMO-02.

REV	DATE	BY	DESCRIPTION	CHK	APD
D	21.09.16	JE	WCC PARKING COMMENTS	CM	DD
C	19.09.16	DW	WCC PARKING COMMENTS	GN	DD
B	13.09.16	DW	TMO COMMENTS	PB	DD
A	16.08.16	DW	INITIAL ISSUE	HM	RR

DRAWING STATUS: CONSULTATION

CONWAY great people : great work

WSP | PARSONS BRINCKERHOFF

25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wspgroup.com

CLIENT: City of Westminster

PROJECT: 325 HARROW ROAD

TITLE: TMO CONSULTATION
EXISTING PARKING/ LOADING RESTRICTIONS

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	21.09.16	JE/DW	CM	DD	A1

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70017654	WWESA1537	BR 21896

DRAWING No.: 70017654-TMO-01 REV.: D

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 10009597)

I:\70017654 – 325 Harrow Road Redraw Dev\E Models and Drawings\Highways\Consultation\70017654-TMO-01.dwg 21 Sep, 2016 – 11:02am

AGGREGATE CHANGES			
Type of parking	**Existing**	**Proposed**	**Difference**
Residents bays	54.3 metres (10 spaces)	70.8 metres (14 spaces)	+ 16.6 metres (+ 4 spaces)
Pay-to-park bays	10.9 metres (2 bays)	16.5 metres (3 bays)	+ 5.6 metres (+ 1 space)
Disabled parking	22.2 metres (4 bays)	16.5 metres (3 bays)	- 5.7 metres (- 1 space)
Double yellow lines	48.1 metres	33.9 metres	- 14.2 metres
Single yellow lines (Mon – Fri, 8.30am – 6.30pm)	1.4 metres	0 metres	- 1.4 metres
Loading restrictions (Mon – Fri, 8am – 9.30am and 4.30pm – 6.30pm)	9.7 metres	9.7 metres	no change

HARROW ROAD

BUS STOP

BUS STOP

9.7m

D DISABLED 5.5m

D DISABLED 5.5m

D DISABLED 5.5m

R

325 HARROW ROAD DEVELOPMENT

30m

WOODFIELD ROAD

PBP 5.5m

PBP 5.5m

PBP 5.5m

R 15m

R 14.2m

25.8m

10.0m

WOODFIELD ROAD

KEY

- R — RESIDENTS BAYS
- D — DISABLED 'BLUE BADGE' BAY
- PBP — PAY TO PARK BAYS
- DOUBLE YELLOW MARKINGS NO WAITING, "AT ANY TIME"
- SINGLE YELLOW MARKINGS NO WAITING, MON-FRI 8:30AM-6:30PM
- SINGLE KERB MARKINGS LOADING RESTRICTIONS, MON-FRI 8AM – 9.30AM and 4.30PM – 6.30PM

NOTES:

1. FOR EXISTING LAYOUT REFER TO DRAWING No. 70017654-TMO-01.

REV	DATE	BY	DESCRIPTION	CHK	APD
D	21.09.16	JE	WCC PARKING COMMENTS	CM	DD
C	16.09.16	DW	WCC PARKING COMMENTS	GN	DD
B	13.09.16	DW	TMO COMMENTS	PB	DD
A	16.08.16	DW	INITIAL ISSUE	HM	RR

DRAWING STATUS: CONSULTATION

CONWAY great people : great work

WSP | PARSONS BRINCKERHOFF

25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wspgroup.com

CLIENT: City of Westminster

PROJECT: 325 HARROW ROAD

TITLE: TMO CONSULTATION
PROPOSED PARKING/ LOADING RESTRICTIONS

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	21.09.16	JE/DW	CM	DD	A1

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70017654	WWESA1537	BR 21896

DRAWING No.: 70017654-TMO-02 REV.: D

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 10009597)

I:\70017654 – 325 Harrow Road Redraw Dev\E Models and Drawings\Highways\Consultation\70017654-TMO-02.dwg 21 Sep, 2016 – 2:13pm

AGGREGATE CHANGES			
Type of parking	**Existing**	**Proposed**	**Difference**
Residents bays	54.3 metres (10 spaces)	51.8 metres (10 spaces)	- 2.5 metres (+ 0 spaces)
Pay by phone bays	10.9 metres (2 bays)	16.5 metres (3 bays)	+ 5.6 metres (+ 1 space)
Disabled parking	22.2 metres (4 bays)	16.5 metres (3 bays)	- 5.7 metres (- 1 space)
Double yellow lines	42.4 metres	47.2 metres	+ 4.8 metres
Single yellow lines (Mon – Fri, 8.30am – 6.30pm)	2.2 metres	0 metres	- 2.2 metres
Loading restrictions (Mon – Fri, 8am – 9.30am and 4.30pm – 6.30pm)	4 metres	6.6 metres	+ 2.6 metres

HARROW ROAD

BUS STOP

BUS STOP

325 HARROW ROAD
DEVELOPMENT

WOODFIELD ROAD

D DISABLED 5.5m

D DISABLED 5.5m

D DISABLED 5.5m

6.6m

15.4m

R 11m

PBP PBP PBP 5.5m 5.5m 5.5m

R 15m

14.2m

R 25.8m

11.0m

WOODFIELD ROAD

PROPOSED

KEY

- R — RESIDENTS BAYS
- D — DISABLED 'BLUE BADGE' BAY
- PBP — PAY BY PHONE BAYS
- DOUBLE YELLOW MARKINGS NO WAITING, "AT ANY TIME"
- SINGLE YELLOW MARKINGS NO WAITING, MON-FRI 8:30AM-6:30PM
- SINGLE KERB MARKINGS LOADING RESTRICTIONS, MON-FRI 8AM – 9.30AM and 4.30PM – 6.30PM

NOTES:

1. FOR EXISTING LAYOUT REFER TO DRAWING No. 70017654-TMO-01.

REV	DATE	BY	DESCRIPTION	CHK	APD
E	06.04.17	JE	WCC PARKING COMMENTS	CM	DD
D	21.09.16	JE	WCC PARKING COMMENTS	CM	DD
C	16.09.16	DW	WCC PARKING COMMENTS	GN	DD
B	13.09.16	DW	TMO COMMENTS	PB	DD
A	16.08.16	DW	INITIAL ISSUE	HM	RR

DRAWING STATUS: CONSULTATION

FM Conway
WSP | Parsons Brinckerhoff
25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wspgroup.com

CLIENT: City of Westminster

PROJECT: 325 HARROW ROAD

TITLE: TMO CONSULTATION
PROPOSED PARKING/ LOADING RESTRICTIONS

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:200	06.04.17	JE/DW	GN	DD	A1

JOB No.	FMC PROJECT No.	BRIEF/DSB No.
70017654	WWESA1537	BR 21896

DRAWING No.: 70017654-TMO-02 REV.: E

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 10009597)

I:\70017654 - 325 Harrow Road Redrow Dev\E Models and Drawings\Highways\Consultation\70017654-TMO-02.dwg 06 Apr, 2017 - 3:13pm