TECHNICAL NOTE

Job Name: Beckenham Library

Job No: 48951

Note No: 001

Date: 29.04.2020

Prepared By: AC

Subject: **Transport Feasibility Note**

1. Introduction

1.1. Stantec have been instructed by Bisset Adams to provide a Transport Feasibility note to assess early queries in relation to the proposed relocation of Beckenham Library, from its current location adjacent to the A234 Beckenham Road to Beckenham Public Hall, adjacent to the B230 Bromley Road.

1.2. This assessment includes an initial assessment of the suitability of the site and the potential impacts on local transport infrastructure. It also includes a tentative view on potential next steps.

1.3. The London Borough of Bromley is considering opportunities to improve and enhance the borough's library sites, to enable the library service to flourish and adapt, so that it continues to provide an excellent community service.

1.4. Figure 1.1 below shows the existing and proposed locations.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
48951-001 DRAFT	-	22.04.20	AC	AC	PW	MT
48951-001	A	29.04.20	AC	AC	PW	MT

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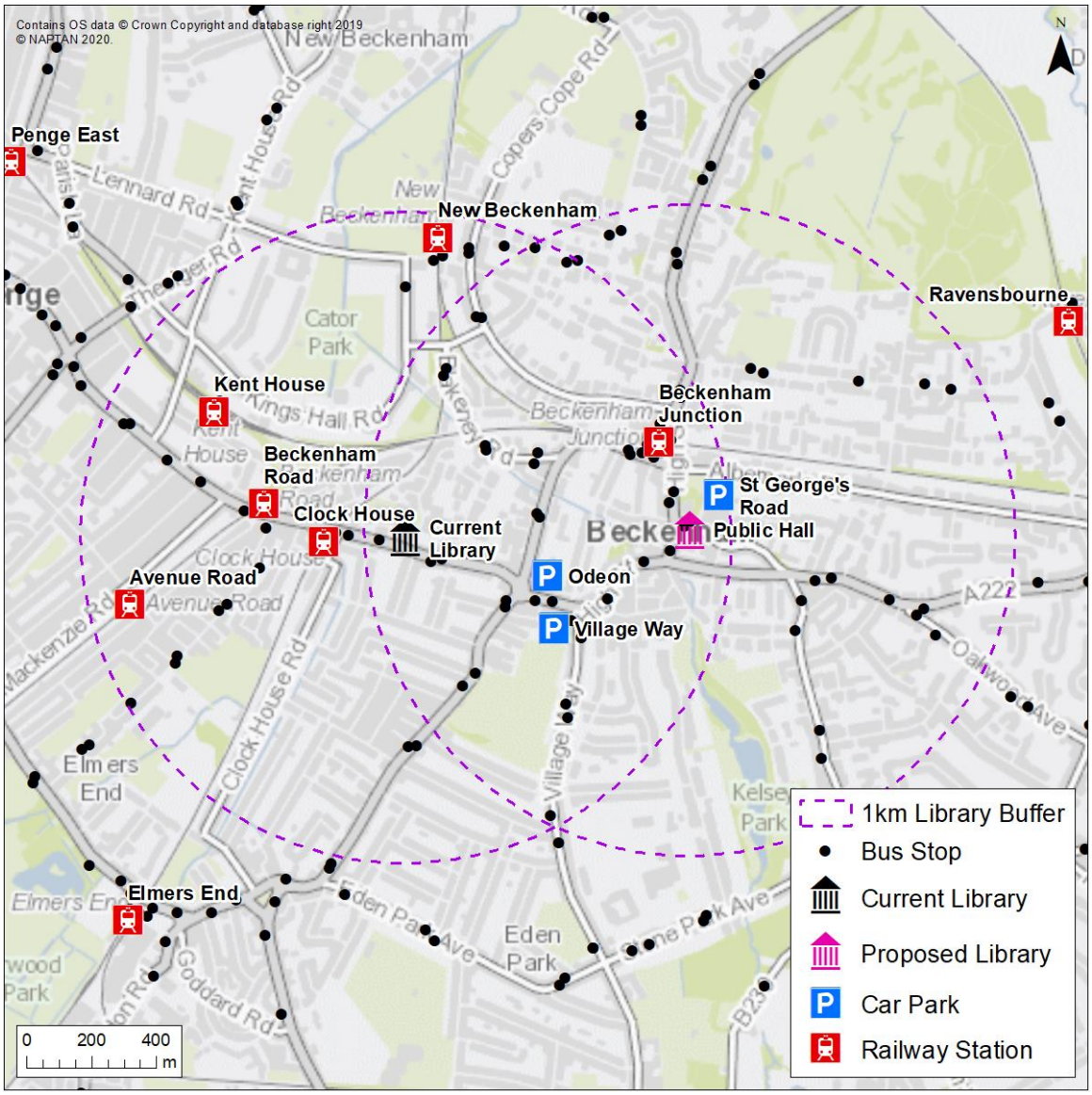


Figure 1.1 – Site Location & Transport Infrastructure

2. Traffic Impacts

2.1. No traffic surveys have been instructed at this time. It is however anecdotally known that the area around the Public Hall does become busy with vehicular traffic around peak times. In the absence of recent survey data, local experience demonstrates that traffic accumulates around the traditional commuting peaks.

2.2. TRICS provides an online database of similar sites in the UK and Ireland, from which trip generation ratios and profiles can be established.

2.3. A review of TRICS results for this type of development shows that the peak trip generation would be expected to occur between 13:00-14:00 for library sites in the town centre or in edge of town locations. The busiest time for a library would generally therefore fall outside of the network peak time.

2.4. The existing library opens at 09:30 Monday to Saturday. It is anticipated that these opening times are likely to remain the same and it is unlikely that the library would act as a significant trip attractor in the AM peak.

2.5. The existing library site is located adjacent to The Spa leisure centre and Venue 42. There are therefore expected to be an element of combined trips with these leisure and community facilities. The existing location could be defined as a neighbourhood centre or suburban area.

2.6. There are pay and display parking facilities in place at The Spa leisure centre, as well as at Venue 42. There are also approximately 12no dedicated spaces for library users to the rear of the library itself. This high level of parking provision is not considered to be out of the ordinary for an edge of town location.

2.7. The proposed location is much more central to the Town and is expected to have a higher level of foot traffic. There is a decreased vehicle dominance surrounding the proposed location and there are a greater variety of facilities close by. Although there are a number of vehicles passing through the area, efforts have been made to redress the balance, with crossings in place through the town centre.

2.8. Although further analysis will be required, it is possible that more combined trips will be undertaken to the proposed location, combining trips to the library with shopping trips. Whereas trips to the library in its current location may trigger original trips, the proposed location could allow for the removal of these trips from the network, therefore creating a beneficial effect.

2.9. There is an anticipated combining of trips at the current location, but the Town Centre provides a greater variety of facilities and therefore an increased likelihood of combined trips.

2.10. At the time of writing, the UK is operating under government advice regarding travel restrictions. Going forward, it is recommended that the existing traffic flows for the library at the current location are recorded under post-lockdown conditions. As an initial observation it is anticipated that the highway surrounding the proposed library is busy in the traditional commuter peaks.

2.11. If project limitations result in earlier analysis being required, then we will use TRICS trip generation calculations to establish the anticipated numerical difference in trips in the Town Centre as a result of the relocation instead of existing library traffic as a baseline.

3. Parking

3.1. The ‘St Georges Road’ car park is located approximately 100m north of the proposed new library location. The car park is managed by the London Borough of Bromley and has 138 standard spaces, 2 disabled bays, 1 motorcycle bay and 2 electric vehicle charging points.

3.2. This car park would not generally meet the disabled parking ratios as set out in the Emerging London Plan and there may be a requirement to expand the number of disabled spaces in this location.

3.3. The car park operates 24 hours a day, with charges for cars enforced between 07:30 – 19:30, Monday to Saturday. Cars are charged 70p per hour, to a limit of £5.60.

3.4. Beckenham Junction Station car park is located approximately 250m to the north of the proposed relocation site. The Odeon and Village Way car parks are located approximately 550m & 650m from the development site respectively, as shown on Figure 1.1 above.

3.5. As noted above, the trip rate for the relocated library would be lower than the existing due to the combining of trips. This in turn means that fewer parking spaces would be required. Given the town centre location it would otherwise be possible to eliminate the need for vehicle parking. However, given the Borough’s data regarding the demographics of visitors, consideration of parking for young families and less able people is likely to be relevant.

3.6. It is expected that special events would occur outside of traditional network peaks and would therefore create a reduced stress on existing parking facilities.

3.7. The Draft London Plan and the most recent LB Bromley parking standards recommend that vehicle parking for this particular land-use is addressed on a case-by-case basis. It would therefore be recommended that an early dialogue is opened with the Borough.

3.8. Pending discussion with the Borough, it may be possible to use the existing parking stock as parking for the site. There are few alternative options for vehicle parking within the scope of the proposed development, but there is strong public transport provision in the area and a Travel Plan for the site would further entrench the sustainability of the location.

3.9. It would be prudent to carry out a parking beat survey at the St Georges Road car park under standard conditions and an indicative cost for this has been discussed with Bisset Adams. Early indications show that it is likely between the above car parking facilities, sufficient car parking capacity is likely to be available, especially with a comprehensive sustainable transport strategy in place. This will need to be validated as the project moves forward.

3.10. Cycle parking will need to be provided at the site at a ratio of 1 space per full time staff member and 1 space per 100 sqm (GEA) for visitors.

4. Sustainable Modes & Routes

4.1. Transport for London (TfL) use the Public Transport Accessibility Level (PTAL) measurement system to rate locations by distance from frequent public transport services. Locations are scored from 0 – 6b, with 6b being reserved for those with the best accessibility.

4.2. The PTAL score for the existing library location is 4. As shown in Figure 4.1 below, the proposed location scores slightly higher with a score of 5, indicating that the proposed new location provides improved public transport provision.

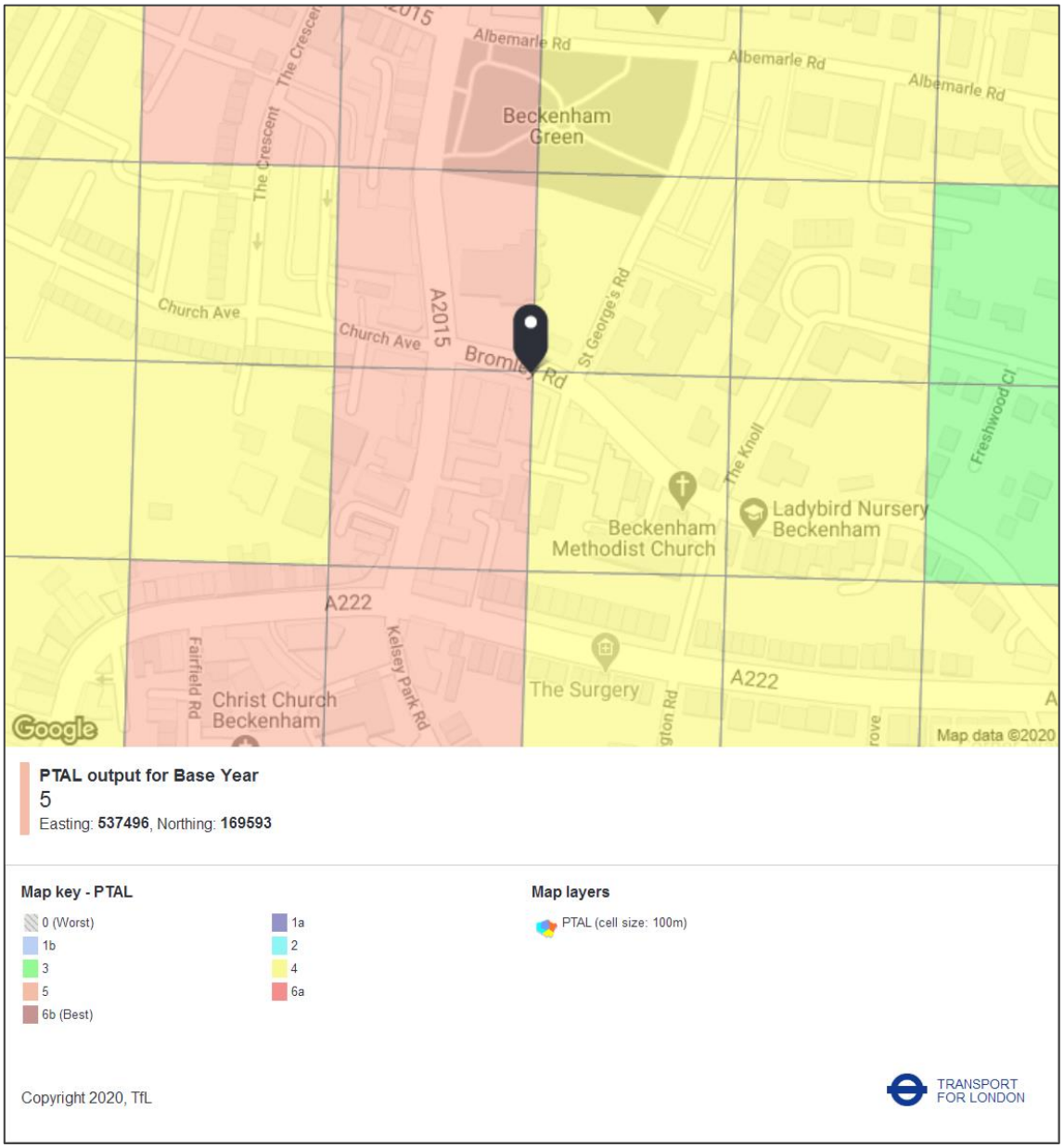


Figure 4.1 – Proposed Library Location PTAL Score

4.3. The closest bus stops to the site are located adjacent to the Public Hall. The 'Bromley Road / St George's Church' stops are served by routes 162, 227, 379 & N3. Route 163 offers wider ranging bus connectivity over the existing library site, by providing a 3 bus an hour service to the east, towards Chislehurst and Eltham.

4.4. Beckenham Junction rail station and tram stop are located approximately 300m from the development site, with a greater number of possible connections than Clock House station, located close to the existing library location.

4.5. Free travel passes are available to vulnerable groups, further removing any barriers to access.

4.6. Desktop review indicates that routes towards the Public Hall are predominantly suitable for access to the site, with footways, streetlighting and dropped kerb crossings in place in the local area.

4.7. A key area of concentration is expected to be the crossing of Bromley Road, adjacent to the Public Hall. This route is likely to be a desire-line for pedestrians due to the it being on the route towards the proposed library location from Beckenham Junction Station, the St Georges Road car park and the eastbound bus stops.

4.8. At present, the closest crossing facilities are at the junction of the A2015 High Street and the B230 Bromley Road. To reach the Public Hall from St Georges Road pedestrians using a crossing are required to take an approximate 100m diversion. It is possible that pedestrians would choose to cross over Bromley Road directly instead.

4.9. The carriageway in the vicinity of the bus stops it approximately 13m in width, creating a lengthy crossing time for pedestrians to be in the carriageway.

4.10. Subject to visibility and vehicle speed/volume measurements, consideration should be given to the installation of a new crossing facility close to St Georges Road. A crossing in this location would enhance pedestrian safety, especially for more vulnerable visitors to the library. It would also offer enhanced pedestrian amenity for all. An initial location is indicated on shown on Drawing 48951/5501/001, attached to this note.

5. Servicing

5.1. An initial desktop study indicates that the existing Hall services from the rear of the building, with loading and refuse storage areas in place. This does not appear to be public highway however and it would be recommended that HMPE data and rights of access are investigated.

5.2. Access to the rear would be the most unobtrusive form of servicing for the future library, as shown on Drawing 48951/5501/001, attached to this note. More attention may be required as site plans develop, to accommodate all proposed uses if this option is brought forward.

5.3. The attached drawing also shows two additional, more obtrusive scenarios. The scenarios test different types of vehicles, with a refuse vehicle used as an initial test and then a smaller van used in order to show what may work.

5.4. Option 1 shows the adjustment of the double-length bus cage on Bromley Road, with loading space accommodated. This option would require the approval of TfL London Buses which may be not be forthcoming. We would be happy to open a dialogue as the project progresses.

5.5. Option 3 shows a smaller layby on carriageway, with minor realignment works to the kerb. This option would only present a space large enough to accommodate a van and could potentially conflict with passing vehicles and well as future pedestrian crossing proposals.

5.6. None of the options are simple but they all have potential for implementation, pending discussion with the relevant Authorities and feedback from the client with regards to preferred arrangement.

6. Conclusion

6.1. The environment surrounding the proposed location at the Public Hall is more aesthetically welcoming to pedestrians, with a greater level of local infrastructure. The proposed location is therefore likely to encourage and accommodate more sustainable trips.

6.2. Pedestrian access and crossing facilities do however require further consideration, as highlighted above, and further proactive investigation is highly recommended.

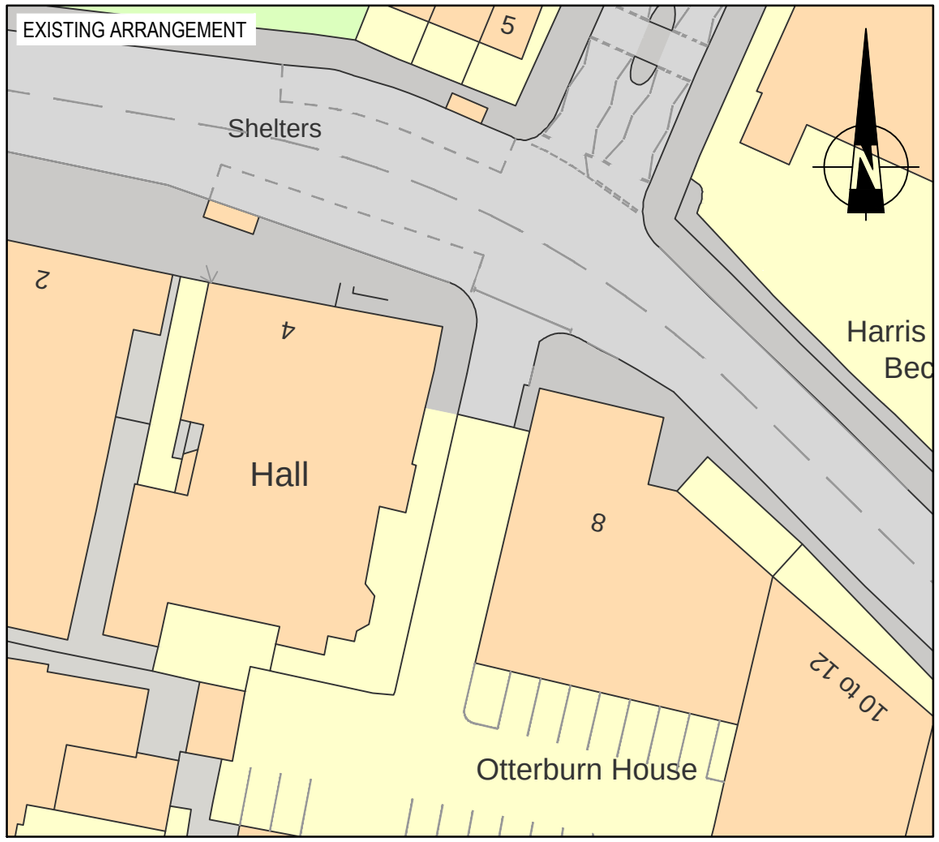
6.3. The TfL Public Transport Accessibility Level (PTAL) measurement suggests that the proposed location has a higher rating over the existing site, with improved public transport provision. A route review has also demonstrated that bus routes are more evenly spread to the east.

6.4. It is expected that the relocation of the library would offer greater opportunities for combined trips, potentially bringing the number of net vehicle trips down, while providing an improved location for pedestrian trips.

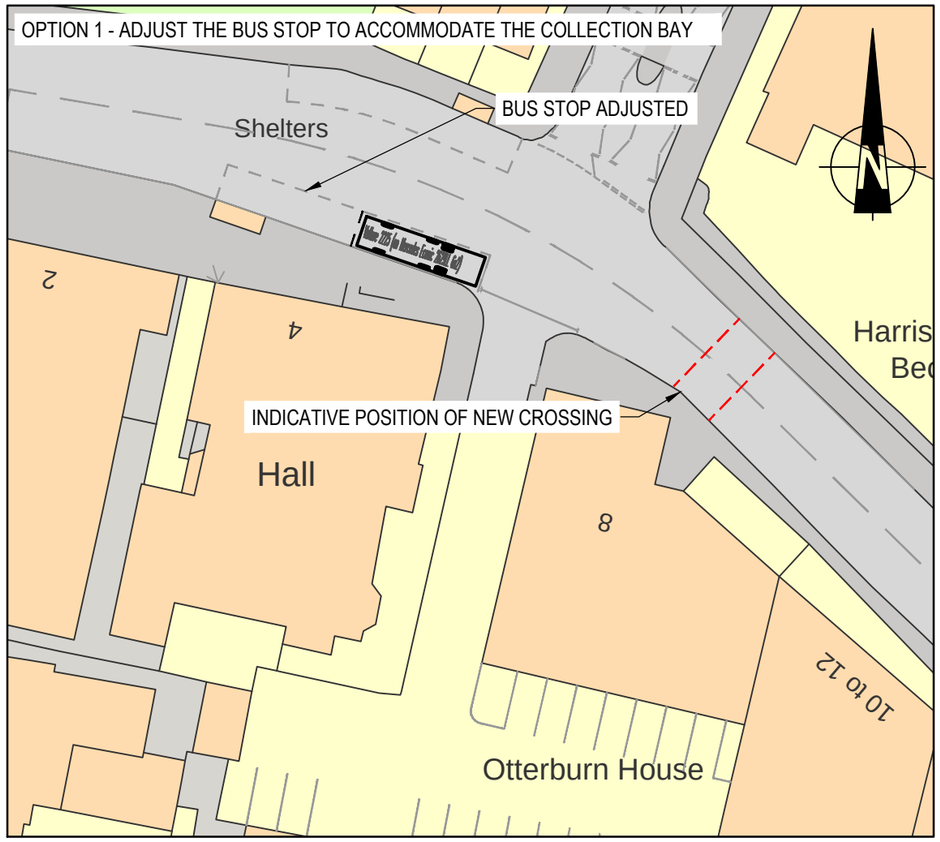
6.5. This note has suggested possible improvements to the local environment, including crossing and loading facilities. In addition, it recommends that further surveys are undertaken, including trip counts at the existing library, vehicle counts on Bromley Road and parking beat surveys undertaken at St Georges Road car park.

6.6. Overall, from a Transport Perspective, subject to further analysis of data collected, the relocation of the library is expected to be suitable and is unlikely to cause any significant issues.

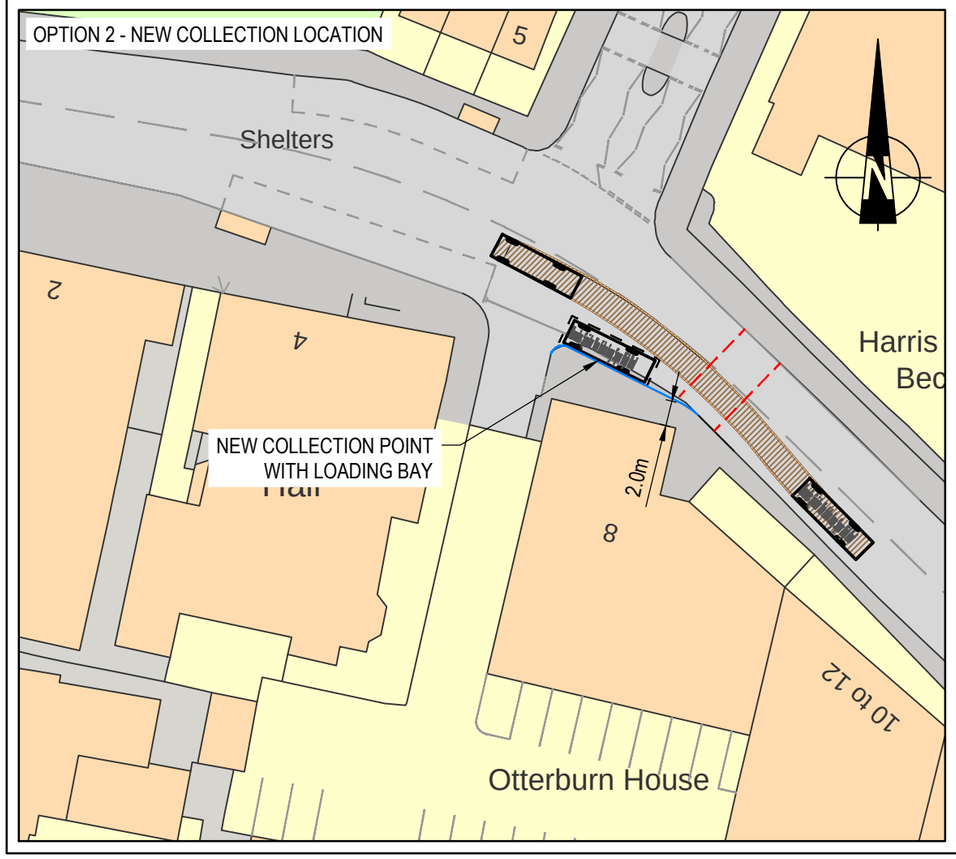
EXISTING ARRANGEMENT



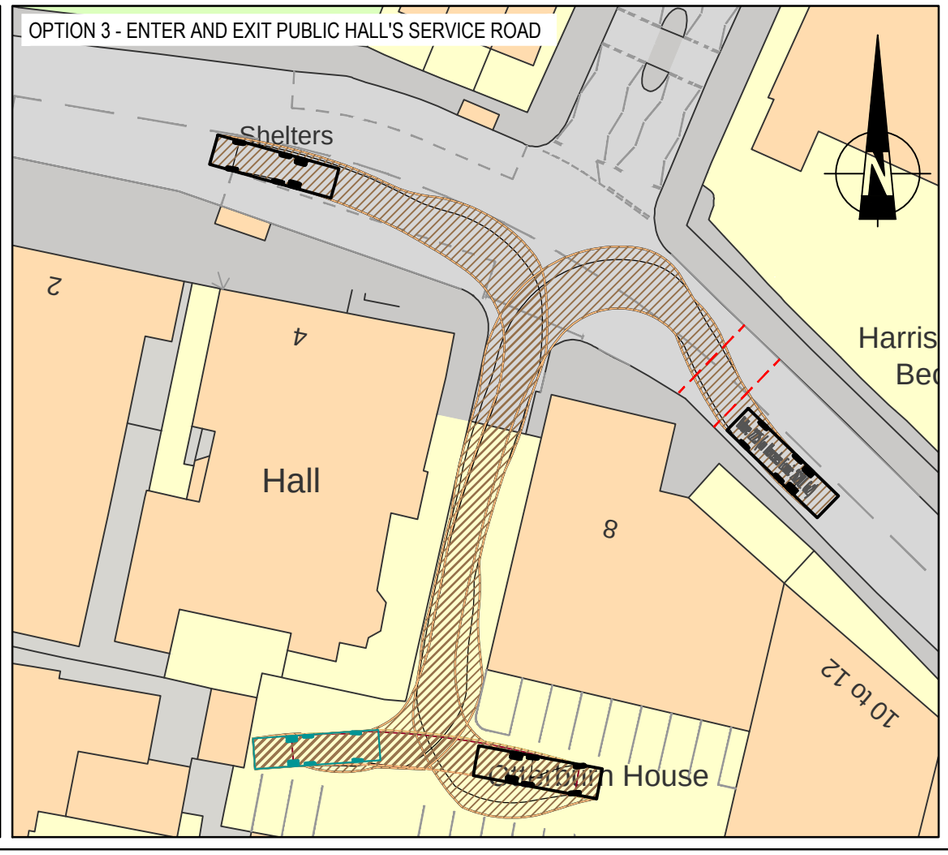
OPTION 1 - ADJUST THE BUS STOP TO ACCOMMODATE THE COLLECTION BAY

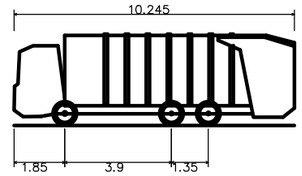


OPTION 2 - NEW COLLECTION LOCATION

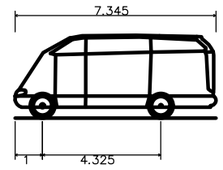


OPTION 3 - ENTER AND EXIT PUBLIC HALL'S SERVICE ROAD





Vulture 2225 (on Mercedes Econic 2629LL 6x2)	
Overall Length	10.245m
Overall Width	2.490m
Overall Body Height	3.345m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	9.250m



Mercedes Sprinter Van Extra Long Super High Ro	
Overall Length	7.345m
Overall Width	1.993m
Overall Body Height	3.030m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	7.800m

NOTE:

- CROSSING LOCATION SUBJECT TO VISIBILITY STUDY AND FULL TRAFFIC/PEDESTRIAN SURVEY DATA.
- VEHICLE SERVICING OPTIONS ARE INDICATIVE AND FOR DISCUSSION, SUBJECT TO HIGHWAYS ENGINEERING DESIGN AND APPROVAL.
- BASED ON OS MAP DATA, ALL INDICATIVE DRAWINGS SUBJECT TO DETAILED TOPOGRAPHICAL SURVEY DATA.

Mark	Revision	Date	Drawn	Chkd	Appd
A	CROSSING ADDED	29.04.20	JAD	AC	

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

DRAFT FOR COMMENTS

BECKENHAM LIBRARY - BISSET

REFUSE VEHICLE COLLECTION POINT OPTION LAYOUT

Client

BISSET ADAMS

Date of 1st Issue	Designed	Drawn
08.04.2020	-	JAD
A3 Scale	**Checked**	**Approved**
1:500	AC	-

Drawing Number	Revision
48951/5501/001	A

Stantec

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