

LOADING AND SERVICING FOR STALLS FOR PROPOSED DAILY FOOD MARKET

Existing Loading Arrangements on Saturdays (and proposed for Sundays) (see method Statement for weekend use)

The existing vehicle management plan was agreed with the station manager 5 years ago and has been in operation since the launch of the market. It was designed around the farmers markets risk assessment. It is regularly observed by station staff and works for both the station and the market. Set up from 8am occurs and the site is taped off at both ends with temporary barriers to restrict the public from walking through during set up. This creates a secure safe site for the market operations to begin. The public are directed to walk around the footway surrounding the site. This action is carried out on health and safety grounds to reduce the chance of the public tripping over stall equipment or coming into contact with vehicle movements.

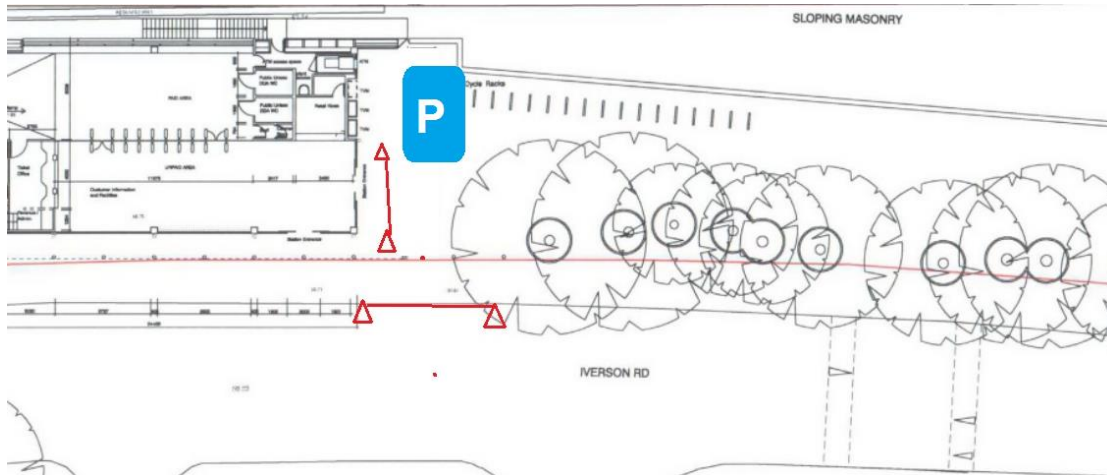
A 2.5m secure pedestrian area is maintained outside the station at all times so that the public can access the ticket area and exit the station onto Iverson road footway without coming into the market area. This area is separated from the market loading area by a chain link fence as pictured.



The temporary barrier is in line approximately with the permanent black bollard which is in place to protect station display screens from vehicles and therefore this part of the site has been designed with vehicle movements in mind.

In the picture you will also notice a separate chain link fence near the kerb, this prevents any vehicle accessing the site unless permitted by the manager. This chain link fence is used by the manager as a barrier to control the flow of vehicles on to site. Because of the shared surface the barrier also deters members of the public parking or driving on the footway- Advisory yellow warning cones are also used to reinforce the double yellow line. The TFL sign forms a natural end to the stall area as you can see in the picture.

Barrier control operates at all times for market vehicles entering the site using the entrance near the station. The market manager sees vehicles across the footway and replaces the barrier. The footway is never obstructed by the cones or barriers so pedestrians can walk along Iverson Road at all times and access the station. Approximate position of the barriers and signs are identified below.



Two different access points are used on site on Saturdays one as an entry point and the other as an exit point, as identified on the stall layout. The entry point closest to the station is also used occasionally by Network Rail vehicles who need to park near the station identified on the stall layout plan and by the blue area above, so this access needs to be maintained.

A one way vehicle system operates on site at most times on site, this is important on safety grounds as it reduces the need for vehicles to reverse on site and was identified by a risk assessment as the best solution for vehicle management. It also means that vehicles do not need to reverse onto Iverson Road which again was identified as a problem in the risk assessment. NO VEHICLE MOVEMENTS ARE PERMITTED ON TO OR OFF OF SITE FROM WEST END LANE.

The site at weekends can accommodate 7 vehicles on site at one time loading quite comfortably within the secured area. No vehicles remain on site after loading.

At around 9.45am the vehicles are cleared and the central path through the market is opened to the public. At this time the vehicle ban then creates a 7m wide pedestrian zone outside the station until loading commences at 2pm. The arrival process works in reverse at the end of market but the manager still supervises all vehicle movements on to the site by the station. From 2pm to 3pm the secure pedestrian zone is in place around the station and pedestrian access is limited through the market whilst loading commences.

Saturday Day to Saturday Evening Transition

After 4pm it is proposed that all vehicle access is then only from the mid- week entry point to leave the station area free from vehicles during dusk and night time to avoid any conflict with pedestrians using the space in the evenings. Evening stall trading on Saturdays will be limited to 15 but it is expected initially that this number will be lower between 5-10 stalls and a single vehicle access point will cope with this reduced number. The higher number of stalls is only expected to be achieved during special events and if the expansion plans are successful. At this planning stage it is not possible to determine the exact demand for stalls.

Summary of Weekend Access

We do not think changing the entire access at weekends to a single entry / exit point is advisable as the current system works well and avoids congestion on site and on Iverson road. The station users in the morning are low in number and there is not a problem with people exiting or entering the station as space is left to accommodate them. Maintaining at least 7 vehicles loading on site is important to avoid congestion in Iverson Road and to clear the site in a timely manner at the end of the main market between 2-3pm.



West End Lane barrier position and sign for Saturdays

Proposed Loading Arrangements Weekdays. (See method statement for Weekday Use)

Currently the site is used by vans and motorbikes for illegal parking during the week, at least 4 vans have been observed parked in the morning peak and sometimes throughout the day and there is no control measure in place for this. The site is open and no parking controls are in place to prevent this kind of activity with vans accessing the site at all times of day. A managed site during the week will improve this situation and improve safety for pedestrians.

A different vehicle access system is required for the weekday market compared to the weekend. Main considerations/ differences:

- Double the amount of pedestrians around the station entrance
- Fewer Stalls
- Longer hours

Therefore we propose that only one vehicle entrance is used on the middle of the site for both entry and exit of vehicles. This means no market vehicle movements near to the station other than those occasional movements by network rail. **NO VEHICLE MOVEMENTS ARE PERMITTED ON TO OR OFF OF SITE FROM WEST END LANE.** All stall will be instructed to use the single entry exit point on Iverson Road to east and this will be monitored by the market manager.

With only 5-6 stalls proposed to trade in the morning peak there would be no need to restrict access to the site for all pedestrians in order to create a safe set up area. There will only be 5-6 vehicle movements on to site before the morning peak starts at 7am to deliver to stalls. Warning signs around site would be a suitable control measure to inform pedestrians about these vehicles '*Caution vehicles loading*'. There will be no need to have more than 5 vehicles on site loading at any time.

Stalls arriving for lunch / evening trade will access site after 9.30am and leave before midday. There will be no need for vehicle access to the site during the evening peak between 16.30 and 19:00 as the stalls will be busy serving but vehicle access will be restricted anyway around these times. Market management will enforce a strict closure of stalls at 8pm (it is anticipated that many will close earlier around 7pm).

The parking place for Network Rail will be made available during the week as it is on Saturdays. There will be more space on site for Network Rail during the week due to the lower stall occupancy.

VEHICLE TYPES

Saturday vehicles currently supplying the site are no larger than a Luton / LWB transit sized van. This will remain the same during the week. No HGV vehicles are permitted on site.

STALLS TRADING FROM VEHICLES- currently there is only 1 street food style van trading on Saturdays this is a small pizza van under 3m in length. The expectation is for this to increase during the week as a number of the lunch / evening vendors may have this type of stall vehicle. So of the 16 Daily stalls we would expect no more than 5 to be vehicles. There is no plan to increase the number of vehicle stalls on Saturdays although the Sunday offering may suit 'food trucks' and around 5 would be the maximum required. All the above food trucks would be LGV and no longer than a LWB van. Exact numbers are difficult to provide at this stage as stalls have not been invited to trade yet.