



HIGHWAYS ADVISORY COMMITTEE

20 March 2012

REPORT

Subject Heading:

**37 - 55 COLLIER ROW LANE
Parking, Bus Stop and Environmental
Improvements
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 various comments received in response to a public consultation on proposals for a pay-and-display parking scheme, accessible bus stop and footway renewals outside the shopping parade at 37-55 Collier Row Lane.

This scheme is within **Pettits** and **Mawneys** wards.

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 the following Drawing;
 - QK054/OF/201A – Collier Row Lane
2. That it be noted that the estimated cost of £40,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for 37-55 Collier Row Lane.

REPORT DETAIL

1.0 Background

- 1.1 In response to a request from the businesses at 37-55 Collier Row Lane, a proposal to take forward a pay-and-display parking scheme to replace a disc parking scheme to design and consultation was agreed by the Highways Advisory Committee at its meeting of 14th December 2010 (request reference 38).
- 1.2 During the design process, Staff noted that the footway outside the shops was in poor condition and that adjustments to the bus stop cage and controlled area (zig-zags) were required. These issues together led to a scheme bid being made to TfL through the LIP programme for more extensive works and the funding was confirmed for 2012/13.
- 1.3 In addition, TfL provided some additional in-year funding for the scheme during 2011/12 which has allowed the design and consultation work to be funded by TfL rather than the Council.
- 1.4 In taking the design and consultation forward, Staff met with the various businesses during December 2011. An option to swap the parking bays with the bus stop was discussed (based on a much earlier scheme from 2004/05), but the businesses preferred to keep the existing arrangement, but with pay-and-display parking bays instead of the existing disc bays.
- 1.5 Drawing QK054/OF/201A shows an arrangement whereby the kerb line at the junction with Rosedale Road is adjusted (narrowing the junction slightly) to create addition kerb side space to provide 6 pay-and-display parking bays, a fully accessible bus stop (including Clearway), an increase in the

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number of zig-zags at the approach to the pelican crossing from 6 to 8 (to meet modern standards) plus a waiting and loading restriction on the western side of the junction of Collier Row Lane/ Rosedale Road.

- 1.6 Letters were hand-delivered to those potentially affected by the proposals on or just after 27th January 2012, along with standard consultees (London Buses, police etc), with a closing date of 17th February 2012 for comments. The scheme was also advertised and site notices placed.
- 1.7 The proposed pay-and-display parking bays were proposed to be in operation 9am to 5pm, Monday and Saturday, with a maximum stay of 2 hours (in line with most current P&D schemes in the Borough).

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 4 responses were received; comprising of 1 from a resident and 3 from the businesses.
- 2.2 The resident (147 Chase Cross Road) expressed a preference for the earlier 2004/05 scheme as he considered it safer (in terms of layout and visibility of the crossing) and he was concerned that the current proposal was simply a “money making” scheme.
- 2.3 The three businesses (Launderette, Strandz and the Newsagent) all supported the advertised proposals and the Newsagent commented that he had spoken to the other businesses who expressed support.

3.0 Staff Comments

- 3.1 The area outside the shops can be described as “hard working street” in that there are competing demands for accommodating parking, bus services and approach visibility for the pelican crossing.
- 3.2 Staff are equally content with the earlier 2004/05 scheme design and the current design in terms of road safety and given the support from the businesses, which are directly affected, recommend that the latest proposals be implemented as advertised. The current design has made an allowance for an increase in the zig-zags approaching the crossing which will improve crossing visibility.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £40,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for 37 – 55 Collier Row Lane.

Legal implications and risks:

Parking restrictions and bays require advertisement and public consultation before a decision can be made on implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Blue badge-holders are permitted to park in a pay-and-display parking bay for an unlimited length of time and without charge.

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 Equalities Act 2010 to ensure that its highway network is accessible to all.

BACKGROUND PAPERS

Project Scheme File Ref:
QK054 – 37-55 Collier Row Lane