



HIGHWAYS ADVISORY COMMITTEE

1 August 2017

Subject Heading:

PROPOSED PEDESTRIAN REFUGE
OCKENDON ROAD, UPMINSTER
Outcome of public consultation

SLT Lead:

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Policy context:

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Havering Local Development Framework
(2008)
Havering Local Implementation Plan
2017/18 Delivery Plan

Financial summary:

The estimated cost of £8,000 for
implementation will be met by Transport
for London through the 2017/18 Local
Implementation Plan allocation for
Pedestrian Crossing Improvements,
Ockendon Road.

**The subject matter of this report deals with the following Council
Objectives**

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

[X]
[X]
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[X]

SUMMARY

This report sets out the responses to a consultation for a pedestrian refuge in Ockendon Road to assist the residents of Sunnings Lane in crossing the road to access the nearby shopping parade and bus stops and recommends that the proposals be implemented.

The scheme is within **Upminster** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the pedestrian refuge proposal set out in this report and shown on Drawing QQ027-OF-101 is implemented.
2. That it be noted that the estimated cost of £8,000 for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Ockendon Road.

REPORT DETAIL

1.0 Background

- 1.1 A request was made by a ward councillor for the Council to provide a pedestrian crossing refuge on Ockendon Road to assist the residents of Sunnings Lane in crossing Ockendon Road to reach the nearby shopping parade and bus stops. The Committee had sympathy with the request and it was held on the “highway schemes hold schedule”.
- 1.2 The request was included in the Council’s 2017/18 Transport for London Local Implementation Plan allocation which has enabled Staff to proceed with the design and consultation of a proposal.
- 1.3 Ockendon Road is a classified road (B1421) and is subject to a 30mph speed limit and has street lighting. Ockendon Road carries some 6,200 vehicles per day during the week (2016), with less at weekends (Station Road in Upminster carries nearly 19,000 vehicles per day as a comparison).

- 1.4 The carriageway of Ockendon Road (within the residential area) varies between 6.75m and 9m and many residents have vehicle crossings. Sunnings Lane is between a pair of bends, although their radii are over 100 metres making them gentle. Forward visibility is considered to be good. There is a large service road layby between Nos.33 and 35, beyond which there is a pedestrian link to Huntsmans Drive.
- 1.5 Staff have surveyed Ockendon Road between Sunnings Lane and the junction with Corbets Tey Road to find a suitable location. Because of carriageway width, geometry and number of vehicle crossings the optimum position for a refuge is outside No.33 Ockendon Road. The location and general arrangement is shown on Drawing QQ027-OF-101.
- 1.6 81 letters were sent to those potentially affected by the scheme and to the residents of Sunnings Lane on 12th June 2017, with a closing date of 30th June 2017 for comments.
- 1.7 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.8 Ward councillors were briefed on the proposal which was supported in principle, subject to the outcome of consultation.

2.0 Outcome Of Public Consultation

- 2.1 By the close of consultation, 1 response was received by the Metropolitan Police Roads and Transport Policing Command.
- 2.2 The police highlighted the proposed refuge had a bend on its approach, lack of lighting on one side of the street at the refuge position, the footway on the south side of the road being narrow, lack of parking controls near proposal, the refuge creating a pinch point for cyclists and queried the 85th percentile speed.

3.0 Staff Comments

- 3.1 In response to the matters referred to by the police, the bend is gentle as set out above; lighting is generally placed on the outside of bends (being staggered on straight roads); the footway is narrower than is desirable, but Staff consider it adequate; Staff do not consider parking controls are required because people park in the adjacent layby; refuges can create pinch points for people cycling but this needs to be balanced with pedestrian crossing needs. On the speed of drivers, the area is subject to a 30mph speed limit and Staff do not consider there to be a significant issue in this regard.
- 3.2 Staff note the comments made by the police, but recommend that the scheme proceeds as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £8,000 for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee 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 Environment 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 Environment Capital budget.

Legal implications and risks:

Under Part V of the Highways Act 1980 (as amended) ("HA 1980") the Council, as highway authority, has a general power (Section 62 HA 1980) to improve its highway network. Section 68 HA 1980 provides the Council with a specific power to construct and maintain places of refuge for the protection of pedestrians in the maintained highway.

The introduction of a pedestrian refuge in Ockendon Road (as set out in the report) will provide significant safety improvements for pedestrians crossing the road.

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 crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is

especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

None.