



# HIGHWAYS ADVISORY COMMITTEE

# REPORT

10 February 2015

**Subject Heading:**

PIKE LANE - PROPOSED 30MPH SPEED  
LIMIT AND 7.5T WEIGHT LIMIT (THE  
OUTCOME OF PUBLIC CONSULTATION)

**CMT Lead:**

Andrew BlakeHerbert

**Report Author and contact details:**

SIVA Velup  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk

**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 checked="" type="checkbox"/> |

## SUMMARY

Pike Lane was one of the schemes approved by the Greater London Authority through the 2014/15 Big Green Fund allocations to improve safety for pedestrians and Cyclists to the Thames Chase Visitor Centre. A feasibility study has recently been carried out to identify traffic calming measures along Park Lane and 30mph speed limit and 7.5T weight limit are proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

The scheme is within **Upminster** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that 30mph speed limit, 7.5T weight limit, 'Gateway' measures with red surfacing, 30pmh roundels and 30mph repeater signs along Pike Lane between St Mary's Lane and Ockendon Road as shown on QN029/1, QN029/2, QN029/3, QN029/4, QN029/5 and QN029/6 be implemented.
2. That it be noted that the estimated cost of £15,000 for implementation will be met by the Greater London Authority through the 2014/15 Big Green Fund allocations.

## REPORT DETAIL

### 1.0 Background

- 1.1 Greater London Authority approved funding for number schemes as part of 2014/15 Big Green Fund allocation. Pike Lane pedestrians and cyclists facilities were one of the schemes approved by GLA. A feasibility study has been carried out to identify safety measures for pedestrians and cyclists to the Thames Chase Visitor Centre. The feasibility study has now been completed and has looked at ways of providing safety measures and it is considered that 30mph speed limit, 7.5T weight limit, 'Gateway' measures with red surfacing, 30mph roundels and 30mph repeater signs as described in the recommendations will improve road safety along Pike Lane.

### Survey Results

- 1.2 Traffic surveys showed that two-way traffic flow is up to 80 vehicles per hour during peak periods along Pike Lane.

A speed survey was carried out and the results are as follows.

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Pike Lane	32	31	46	40

## **Accidents**

- 1.3 In the four-year period to July 2014, No personal injury accident (PIA) was recorded along Pike Lane between St Mary's Lane and Ockendon Road.

## **Proposals**

- 1.4 It is proposed to provide 30mph speed limit, 7.5T weight limit, 'Gateway' measures with red surfacing, 30mph roundels and 30mph repeater signs along Pike Lane between St May's Lane and Ockendon Road as shown on Drawing Nos. QN029/1, QN029/2, QN029/3, QN029/4, QN029/5 and QN029/6. The proposals would improve road safety for pedestrians and cyclists along Pike Lane.

## **2.0 Outcome of public consultation**

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 20 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Seven written responses from Local Members, Metropolitan Police and resident were received and the comments are summarised in the Appendix.

## **3.0 Staff comments and conclusions**

- 3.1 Although no personal injury accident occurred along Pike Lane, reducing the speed limit and banning the heavy goods vehicles along Pike Lane would improve road safety for pedestrians and cyclists.

## **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 implementing the proposals as described above and shown on the attached plans is £15,000 including advertising costs. This cost can be met by the Greater London Authority through the 2014/15 Big Green Fund allocation. Spend will need to complete by 31<sup>st</sup> March 2015 to maximise access to GLA funding.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision 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 Streetcare 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 Streetcare Capital Budget.

### **Legal Implications and Risks**

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

### **Human Resource Implications and Risks**

The proposals can be delivered within the standard resourcing within Streetcare and has no specific impact on staffing/HR issues.

### **Equalities and Social Inclusion**

The Council has a general duty under the Equality Act of 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.

There would be some visual impact from the proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

## **BACKGROUND PAPERS**

- 1. Public consultation Letter.**
- 2. Public consultation responses.**
- 3. Drawing Nos. QN029/1 to QN029/5.**

**APPENDIX  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
QN029/1 (Member 1)	Very happy with these proposals.	-
QN029/2 (Member 2)	Agree with the introduction of a 30mph speed limit. Request for slow markings along St Mary's Lane.	Slow markings will be considered at a later date.
QN029/3 (Member 3)	Happy with the proposals	-
QN029/4 (Member 4)	Thank you for info.	-
QN029/5 (Metropolitan Police)	Police have no issues with the plans as presented and therefore support the proposals.	-
QN029/6 (5 Tama Cottages)	<ul style="list-style-type: none"> <li>- Agree that reducing the speed limit to 30mph is a good idea.</li> <li>- Feel that use of over 7.5T vehicles is an issue along Pike Lane.</li> <li>- Request to re-locate the 30mph roundels away from the property.</li> </ul>	It will be considered at the detail design stage.
QN029/7	This proposal has my full support. Request for warning signs about cyclists and pedestrians.	The warning signs will be considered at the detail design stage.