



HIGHWAYS ADVISORY COMMITTEE

3 October 2017

Subject Heading:

**PROPOSED PEDESTRIAN REFUGES
HAVERING ROAD
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 £0.040m 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 two pedestrian refuges in Havering Road at the junction with Pettits Lane North and Mashiters Hill to assist people to cross the road at this junction. The report seeks a recommendation that the proposals are implemented.

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

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 proposed pedestrian refuges set out in this report and shown on Drawing QQ026-HR-FS-GA-100 are implemented.
2. That it be noted that the estimated cost of £0.040m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Havering Road.

REPORT DETAIL

1.0 Background

- 1.1 A request was made to the Highways Advisory Committee by a ward councillor for the provision of two new pedestrian crossing refuges on Havering Road at its roundabout junction with Pettits Lane North and Mashiters Hill in order to assist people with crossing the road. The Committee had sympathy with the request and it was held on the “highway schemes on 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 proposals.
- 1.3 Havering Road is a classified road (B175) and is subject to a 30mph speed limit and has street lighting. The street carries some 8,100 vehicles per day during the week (2016), with less at weekends.

- 1.4 Havering Road forms a small kerbed roundabout junction with Pettits Lane North and Mashiters Hill. Currently, there are pedestrian refuges on the Pettits Lane North and Mashiters Hill arms only.
- 1.5 Each approach to the roundabout has parking restricted by at any time waiting restrictions and the Pettits Lane North and northern Havering Road exits have bus stops with clearways.
- 1.6 New refuges are proposed for the two Havering Road arms as shown on Drawing QQ026-HR-FS-GA-100.
- 1.7 584 letters were sent to those potentially affected by the scheme (representing a 5 minute walk from the junction) on 20th July 2017, with a closing date of 11th August 2017 for comments.
- 1.8 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome Of Public Consultation

- 2.1 By the close of consultation, 7 responses were received as summarised in Appendix I.
- 2.2 Cllr Thompson stated that he had no reason to fault the proposals.
- 2.3 Two residents were in full support of the proposals with one expressing the difficulty they had in crossing the road.
- 2.4 One resident supported the proposals but were concerned about displaced parking on Mashiters Hill and requested further restrictions or permit parking.
- 2.5 One resident stated that although they were not against the proposals, they considered that highway maintenance should take priority because of noise and vibration from large vehicles.
- 2.6 One resident expressed concerned that the refuge on the northern arm of Havering Road would be detrimental to traffic flow and that the existing bus stop should be moved north as it already impacts on traffic flow. They considered that although the refuge was a good thing, the detriment to traffic movement wasn't outweighed by pedestrian benefits. They also considered the southern refuge would also create difficulties for drivers.
- 2.7 One resident expressed concern about the southern refuge in that buses sometimes used the southern arm of Havering Road and so was concerned that the refuge restricted this ability and also displaced more large vehicles from Havering Road to Pettits Lane North. The resident was also concerned

about the impact on parking in the area and thought footway parking should be introduced. They also asked that the work be coordinated with works to deal with footways and drainage in the area.

3.0 Staff Comments

- 3.1 In response to concerns about displaced parking, as can be seen on Drawing QQ026-HR-FS-GA-100, both proposed refuges are within sections of Havering Road already restricted with at any time waiting restrictions (20 metres on the southern arm approach and 14 metres on the northern arm approach together with bus stop clearway). Staff therefore do not consider displaced parking as a potential issue and permit parking is not a consideration for this scheme.
- 3.2 The funding is provided through a specific allocation for the scheme in the 2017/18 Transport for London Local Implementation Plan and is not available for highway maintenance works.
- 3.3 Both refuges are set back from the roundabout further than the case with the existing ones on Mashiters Hill and Pettits Lane North and Staff do not foresee any noticeable impact on traffic flow. The Committee will note that other residents have commented that it is difficult to cross the road and so the scheme is designed to rebalance the highway space to help people on foot who don't currently have any crossing assistance. The bus stop on the northern arm of Havering Road is fully accessible and is already 40 metres beyond the roundabout. Staff do not consider that it requires relocation.
- 3.4 Should bus drivers need to use the southern arm of Havering Road on occasion, the scheme will not impact on this requirement because of the length of the existing at any time waiting restrictions already in place. The scheme will not impact on parking in the area and so Staff do not consider that a footway parking scheme is required as a result of the proposals.
- 3.5 Staff recommend that the scheme be implemented 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 £0.040m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Havering Road Pedestrian Refuges (A2636). 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 pedestrian refuges in Havering 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.

APPENDIX I
SUMMARY OF RESPONSES

Respondent	Comment
Cllr Thompson	I can't see any real reason to fault it.
Resident 82 Mashiters Hill	<p data-bbox="488 320 999 353">With regards to the above proposal.</p> <p data-bbox="488 394 1350 651">We totally agree that safe places are needed for pedestrians especially as parents and children need to access schools etc and the Havering road and Mashiters Hill over the last few years have become increasingly busy, not only in volume but the size of the vehicles is quite intimidating for a residential area. We are now experiencing car transporters coming up Mashiters hill.</p> <p data-bbox="488 689 1350 1126">Our only concern is that if this will mean less parking for people who live near the changes e.g. Double lines. Living on the junction of mashiters hill and havering road we are now experiencing cars and work vehicles parked from where the double yellow lines end on mashiters hill right up to our drive this causes sight problems to safely pull off our drive or cross the road. Most locals now have two or three cars per household plus some also park large work vans over night and week ends. Many of these people live in petits lane or havering road, this is causing traffic to build up as there is often restricted room for the traffic to flow down to the roundabout.</p> <p data-bbox="488 1164 1350 1272">We are wondering if consideration would be taken to extending the double lines further up Mashiters hill to enable safe road view and crossing , or permit only parking.</p>
Resident 89 Mashiters Hill	<p data-bbox="488 1312 1238 1384">I am delighted to receive this proposal for pedestrian refuges.</p> <p data-bbox="488 1422 1350 1753">I have been on the verge of requesting this as recently I have twice almost been knocked down whilst trying to get my grandchildren safely across the road at school time. Cars have been shooting across the roundabout way too fast and crossing the road is very dangerous at busy times. I have lived at 89, Mashiters Hill for the past 4 years, and have found it incredible that nothing has been done before - my neighbour has told me he attempted to get something done 4 years ago.</p> <p data-bbox="488 1789 1286 1861">Thank you for this, and I look forward to it happening as soon as possible.</p>

<p>Resident Mashiters Hill</p>	<p>I look forward to the installation of the above. As a new Mashiters Hill resident, I will benefit from the island north of the roundabout especially, as I often walk to Moray Way shops, and I feel these installations will make road crossing safer and will hopefully slow traffic a little too.</p>
<p>Resident 245 Havering Road</p>	<p>Although we are not against the proposal of the Refuge Islands, we cannot understand why this is being done when Havering Road is in urgent need of repair. As far as we know Havering Road has needed repairs for the past 9 years where we live 245 Havering Road down to at least number 269. The bumps in the road are causing heavy goods vehicles and buses to shake the houses, causing cracks in plaster and bricks.</p> <p>This road used to have a weight limit and buses did not come down this road. Although the buses are not the main problem, it is the heavy good vehicles, i.e. Eddie Stobart articulated lorries, large tipper lorries that are using our road as a cut through, they should be going down Chase Cross Road. The road is continually being dug up by the utility companies who repair the roads, that in time sinks.</p> <p>After talking to many of the neighbours we understand complaints have been made and no action taken. Our neighbours have also been told that there have been no complaints in the past, which is definitely not true. Please stop making the wrong proposals and repair our roads.</p>
<p>Resident 271 Havering Road</p>	<p>My concern is about the refuge on the North side of Havering Road and it's proximity to the bus stop. As it is, when a bus stops in that box, it impacts on traffic traveling north who have to pass the stopped bus.</p> <p>The solution is to move the bus stop further along the road in order that the driver of the bus is not able to cause congestion by not stopping far enough past the refuge. I believe that this refuge which in itself is a good thing will exacerbate the situation coming off of that roundabout causing traffic to tail back across and/or around the roundabout on the junction as they will not be able to maneuver around a stopped bus. This in turn has a knock on effect further along the road raising the possibility of accidents involving moving vehicles. A perfect example of this effect are the traffic lights at the rear of Queens hospital which impact right around the roundabout causing continual delays</p> <p>I also believe that the detrimental effect on traffic movement far out weighs any benefit gained by pedestrians crossing the road. I have lived in this area for 22 years and neither</p>

	<p>myself nor my children have experienced any problem in crossing the roads which I continue to do on a regular basis on foot.</p> <p>The refuge on the south side of Havering road also raises concern as the road is quite narrow there and will reduce the width considerably making it more difficult for some drivers.</p> <p>I also believe it is fair to say that the roads have been built for the benefit of motorists and the flow of traffic. Pedestrians have managed to cross this junction in all directions for all the years I have lived here without any accidents that I can recall. Pedestrians also have a responsibility for their own safety when crossing roads.</p> <p>The question therefore is this. Why do the council feel it is necessary to spend thousands of pounds on something that in my opinion will get little use, benefit few and probably inconvenience a great many people.</p>
<p>Resident No address given</p>	<p>The proposed crossing especially the south of the roundabout and in line with the existing footpath leading to Pettits Lane North and Mashiters Hill raises concerns.</p> <p>I am based on Pettits Lane North near the roundabout and feel that you need to also address other issues in conjunction with this proposal.</p> <ol style="list-style-type: none"> 1. Buses periodically travel up that part of Havering Road and I would want to be certain that this is still possible as well as the larger vehicles that require access. I would be reluctant to hear that the crossing restricts certain access and that more traffic then uses Pettits Lane North. 2. Parking is at a premium, and I would want to be confident that Havering Road 'parkers' would not then need to find alternative parking due to the pedestrian crossing being introduced. Havering Road parking is already tight, and I often wonder why a two wheel up policy in some parts is not possible. 3. I know that re vamping of the pavements within Pettits Lane North especially has been on the cards for some considerable time, and that flooding often occurs during heavy downpours. In the past I have been told this is due to the lack of open road drain access between the roundabout and Pettits Lane North Zebra crossing. Therefore, encouraging people to walk and use safe access needs to be incorporated with having safer pavements to be able to walk on, which certainly isn't the case within this area of

Havering. Winter months can be especially challenging trying to find a safe and puddle free footpath.

I would hope that if this was introduced, other pedestrian safety issues were taken into account. I would also like to be given the reassurance that vehicle access isn't restricted nor will it affect current parking, before approval is granted.