



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: THURSDAY, 19 DECEMBER
2019

Time: 7.00 PM (*see agenda for
specific petition start times*)

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



Cabinet Member hearing the petitions:

Councillor Keith Burrows, Cabinet Member
for Planning, Transportation and Recycling
(Chairman)

How the hearing works:

The petition organiser (or his/her nominee)
can address the Cabinet Member for a
short time and in turn the Cabinet Member
may also ask questions.

Local Ward Councillors are invited to these
hearings and may also be in attendance.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

Published: Friday, 5 December 2019

Contact: Nikki O'Halloran

Tel: 01895 250472

Email: petitions@hillingsdon.gov.uk

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services.

Please enter via main reception and visit the security desk to sign-in and collect a visitor's pass. You will then be directed to the Committee Room.

Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use in the various meeting rooms.

Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode. Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
4	7pm	Petition Requesting A Residents' Permit Parking Scheme In Part Of West Mead, Ruislip	Cavendish; South Ruislip	1 - 6
5	7pm	Princes Way, South Ruislip - Petition Requesting Traffic Calming Measures to Reduce Traffic Speeds	South Ruislip	7 - 12
6	7.30pm	Corwell Lane, Hillingdon - Petition Requesting a Barrier at The Corwell Gardens End of the Road	Botwell	13 - 18
7	8pm	The Brambles, West Drayton - Petition Requesting Speed Humps and / or Speed Reducing Measures	West Drayton	19 - 24
8	8pm	Ducks Hill Road, Northwood - Petition Requesting A Zebra Crossing	Northwood	25 - 30

This page is intentionally left blank

PETITION REQUESTING A RESIDENTS' PERMIT PARKING SCHEME IN PART OF WEST MEAD, RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Kevin Urquhart, Residents Services
Papers with report	Appendix A - Location Plan

HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting the introduction of a residents' permit parking scheme in the section of West Mead, Ruislip near the junction with Victoria Road.
Contribution to our plans and strategies	The request can be considered in relation to the Council's strategy for on-street parking controls.
Financial Cost	There are no financial implications associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Ward(s) affected	Cavendish and South Ruislip.

RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:

- 1. discusses with petitioners their concerns with parking in the section of West Mead, Ruislip close to the junction with Victoria Road;**
- 2. notes the results of the previous consultation with residents of the area on a possible Parking Management Scheme; and**
- 3. subject to the outcome of the above, asks officers to add the request to the Council's extensive parking programme for further informal consultation.**

Reasons for the recommendations

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add their request to the parking schemes programme.

Alternative options considered / risk management

These will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. A petition with 23 valid signatures has been submitted to the Council from residents of West Mead, Ruislip with the following request:

"To make West Mead (top end) residents only parking.

"The road is getting busier as most motorists are parking on West Mead - leaving residents with nowhere to park we believe this is because people are going to South Ruislip station."

2. West Mead is a residential road just a short walk away from local shops, amenities and South Ruislip Station. The road is on the periphery of the South Ruislip Parking Management Scheme Zone SR which is likely to make the road attractive for commuter parking. Attached as Appendix A is a location plan showing the location of West Mead in relation to the existing Parking Management Scheme. The signatures within this petition originate from residents of West Mead living between the junctions with Victoria Road and Bideford Road.

3. As the Cabinet Member will recall, the Council has previously proposed a Parking Management Scheme within this section of West Mead as part of the previous proposed extension to the South Ruislip Parking Management Scheme. However, responses received to this consultation from residents of West Mead and Victoria Road indicated residents were concerned that the proposed scheme layout would result in an overall reduction in the number of parking spaces.

4. As parking spaces are typically marked between 0.5 and 1 metres away from the end of the dropped kerbs and must be a minimum of 4.5 metres in length, the Council was only able to propose a limited number of parking spaces within West Mead. The majority of residents who took the opportunity to reply to the formal consultation indicated they did not support the introduction of a scheme in that form. As the Council was unable to propose alternative options, it was recommended at the time that the parking arrangements in both Victoria Road and West Mead should remain as existing.

5. However, some time has passed since the previous formal consultation was carried out and it is possible the views of the local residents may have changed. It is, therefore, recommended that the Cabinet Member discusses with petitioners their concerns and, if considered appropriate, to add the request to the future parking scheme programme for further investigation and consultation with residents. It is also suggested that, subject to the outcome of the petition evening, Ward Councillors are asked for their views on a suitable consultation area because, as the Cabinet Member is aware, experience has shown that it is likely parking could easily transfer to the unrestricted roads close by.

Financial Implications

There are none associated with the recommendations to this report. However, if the Council were to consider the introduction of parking restrictions in part of West Mead, Ruislip, funding would need to be identified from a suitable source.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to consider the petitioners request and the available options the Council has to address these concerns.

Consultation Carried Out or Required

If the Council subsequently investigates the feasibility to introduce parking restrictions in West Mead, Ruislip, informal consultation will be carried out with residents to establish if there is overall support.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs that there are no direct financial implications associated with this report.

Legal

There are no special legal implications for the proposal to informally consult residents on parking restrictions. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account. Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

None at this stage.

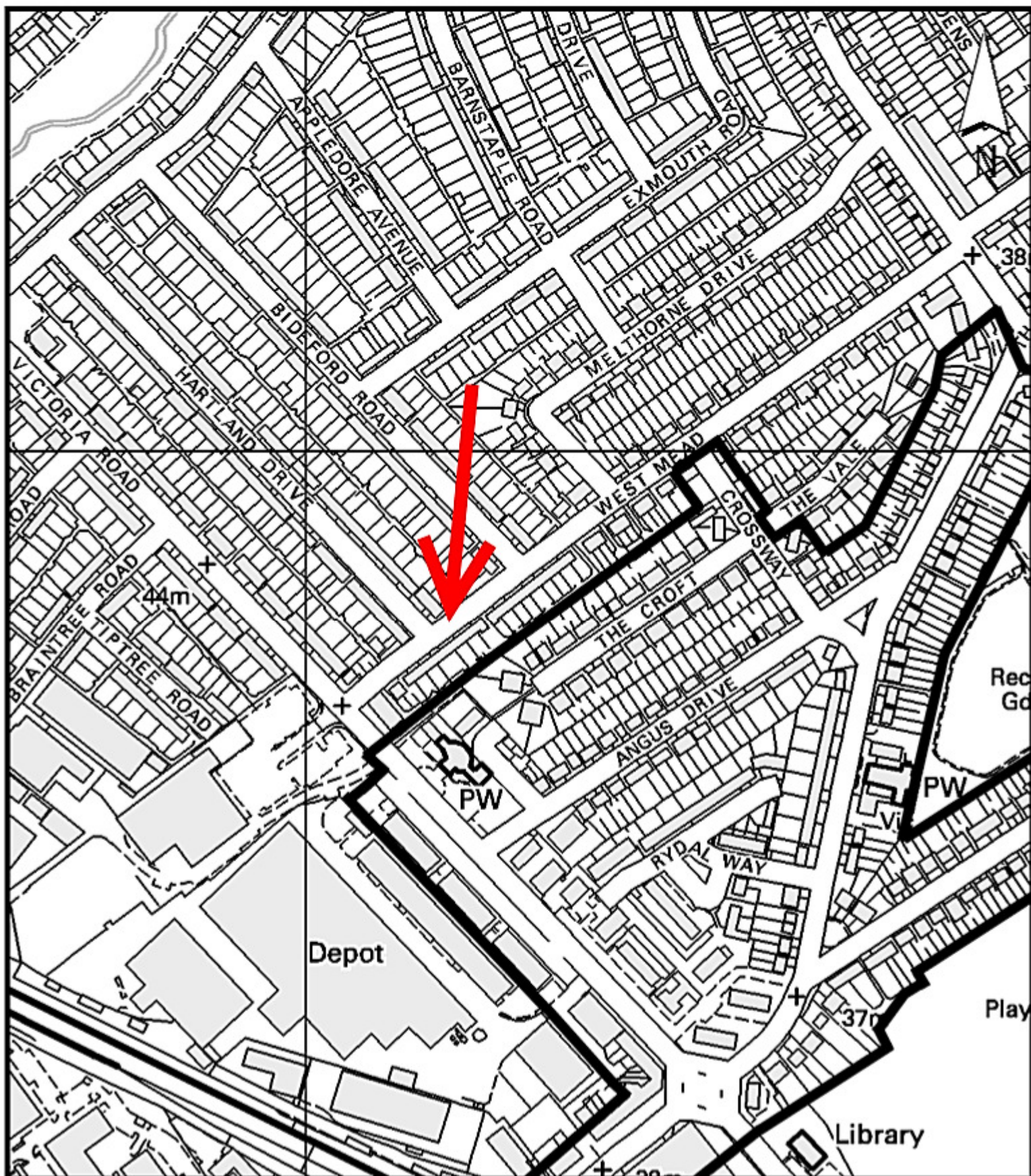
Relevant Service Groups

None at this stage.

BACKGROUND PAPERS

Petition received - September 2019

This page is intentionally left blank



West Mead, Ruislip - Petition requesting a residents' permit parking scheme
Location plan

Appendix A

October 2019

Scale 1:4,000



Nearby extent of the South Ruislip
Parking Management Scheme

This page is intentionally left blank

PRINCES WAY, SOUTH RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES TO REDUCE TRAFFIC SPEEDS

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures for Princes Way, South Ruislip to reduce traffic speeds.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Ward(s) affected	South Ruislip

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning Transportation and Recycling:

- 1. listens to their request for traffic calming measures in Princes Way, South Ruislip; and**
- 2. subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.**

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 20 signatures has been submitted by residents living in Princes Way, signed under the following heading:

"The undersigned residents request a proposal to be considered to introduce raised tables to improve traffic calming measures; this is to alleviate speeding of cars and motorbikes that cause a potential hazard to other road users and pedestrians in Princes Way."

2. Princes Way is a mainly residential road that is within close proximity to local schools, a retail park, bus services and other local amenities. Princes Way benefits from a Parking Management Scheme 'Zone SR2' which operates Monday to Friday 9am to 5pm. A location plan is attached as Appendix A.

3. Police recorded collision data for the three year period to the end of December 2018 (the latest data available) indicates that there are no recorded incidents on Princes Way. It should be noted, however, that the collision data which the Council has access to is only police recorded incidents and does not include damage only crashes.

4. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Princes Way at locations agreed with petitioners and Ward Councillors. The speed and vehicle traffic data captured and the testimony of petitioners will help inform the investigations into possible measures.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Princes Way, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation. In considering the residents' responses, decision makers must ensure there is full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

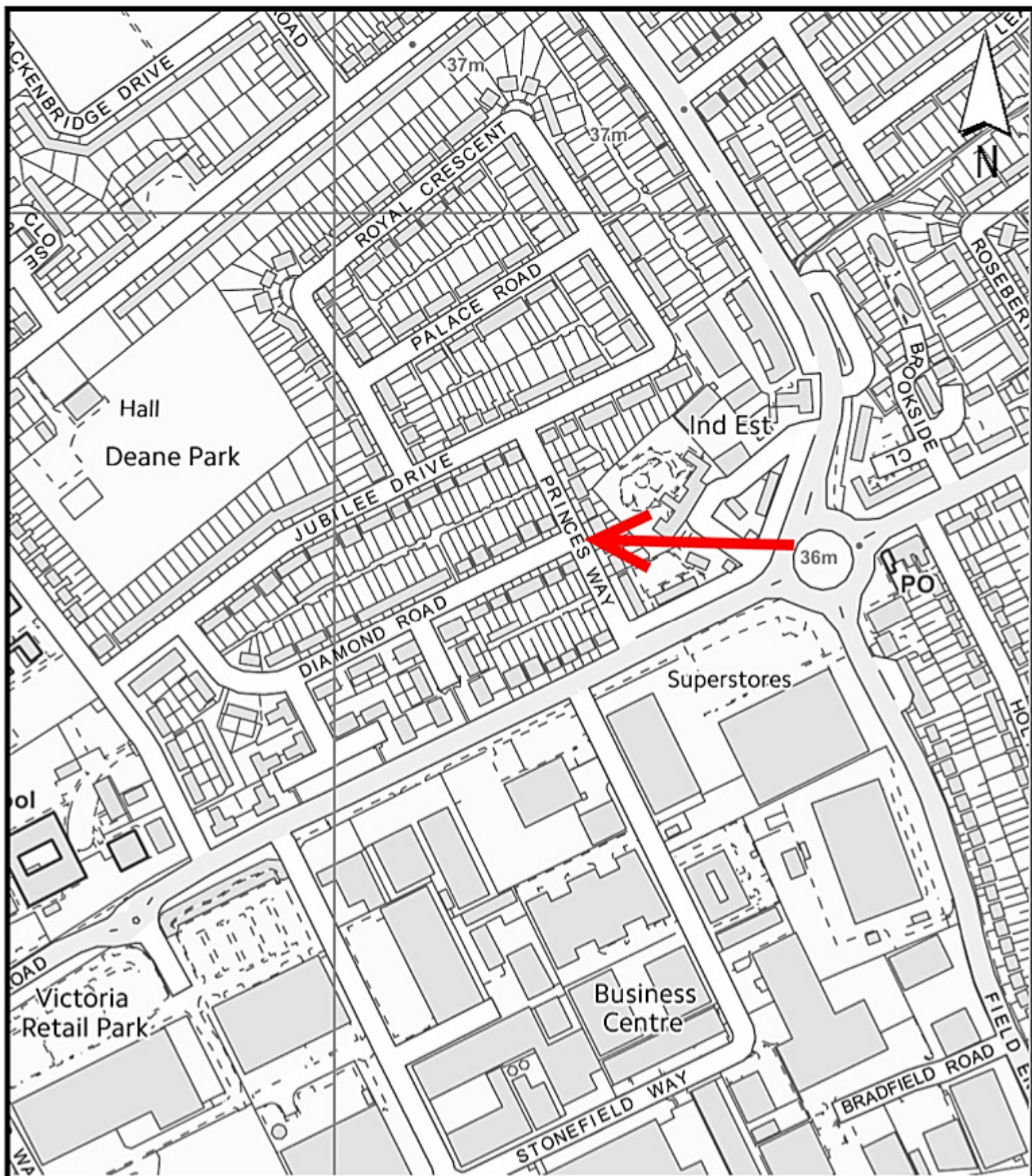
Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

Petition received.

This page is intentionally left blank



Princes Way, Ruislip Location plan

Appendix A

November 2019

Scale 1:4,000

This page is intentionally left blank

CORWELL LANE, HILLINGDON - PETITION REQUESTING A BARRIER AT THE CORWELL GARDENS END OF THE ROAD

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting a barrier on Corwell Lane, close to its junction with Corwell Gardens.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Ward(s) affected	Botwell

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:

1. listens to their request for 'barrier' on Corwell Lane, Hillingdon.
2. advises petitioners that, following advice provided by the Highways Manager, the request for a further barrier in Corwell Lane close to its junction with Corwell Gardens is unfortunately not viable.
3. subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 48 signatures has been submitted by residents living in Corwell Lane, Lansdowne Road and Appleby Close, Hillingdon signed under the following heading:

"We the residents of Corwell Lane sign this petition to ask for a permanent solution be found to the speeding traffic using Corwell Lane as a short cut to avoid the traffic light system at Merrymans Corner. We would request a barrier at the end of Corwell Lane, Corwell Gardens end, to stop non local traffic using the road as a 'rat run' at high speeds putting property and lives in danger."

2. In an accompanying statement, the lead petitioners helpfully provide the following information:

"Please find enclosed a petition regarding a barrier at the end of Corwell Lane, Corwell Gardens to stop the non resident traffic using Corwell Lane and adjoining roads to avoid the traffic light system at Merrymans Corner. We are very concerned and have been for some time now at the volume of traffic now using these side streets and the speed at which these vehicles are travelling on what are effectively minor residential streets unsuitable for this kind of use."

The petition has provoked considerable interest in adjoining roads who are all very keen to sign the petition due to concerns raised in the previous paragraph."

3. Corwell Lane and Lansdowne Road are mainly residential roads. Corwell Lane is divided into two sections by a 'fire gate' just north of its junction with Lansdowne Road installed many years ago which prevents north-south through traffic between West Drayton Road and Harlington Road. A location plan is attached as Appendix A.

4. The suggestion that has been tabled by residents is for a further barrier to be installed at the Corwell Gardens end of Corwell Lane and, with regards to this, the Council's Highways Manager has provided the following statement: *"The law is quite clear in that people have the right to pass and repass along Highways without obstruction. Whilst Council's are, in certain circumstances, able to place width restrictions and emergency access barriers in roads using Traffic Order powers, they are not legally able to restrict access to roads for certain people such as residents only."* As a result of the above, the Council regrettably cannot agree to petitioners' request to install an additional barrier on Corwell Lane.

5. Officers have liaised with the lead petitioner who suggested that he was keen to review the scope of his original petition, potentially adding in additional roads. Officers suggested, in light

of this, that the lead petitioner might wish to consider a fresh petition, perhaps drawn from a wider resident base and with the knowledge that the original request, for a road barrier, could not be met. The lead petitioner in turn agreed to discuss the matter with his neighbours and Ward Members. As the petition remained on the Council's database, it was hoped that this could allow the matter to be progressed satisfactorily to help the petitioners prepare for a constructive dialogue with the Cabinet Member.

6. At the last dialogue between officers and the lead petitioner, the latter said that, on balance, he would prefer his petition to be formally heard even though the subject of its request could not be met. This report is therefore intended to provide advice to the Cabinet Member and to help facilitate the dialogue that the petitioners have sought.

7. The main concerns for residents appear to be the speed at which traffic uses Corwell Lane and Lansdowne Road to avoid the traffic signals at Merrimans Corner. As a result of the concerns raised by residents, the Cabinet Member may be minded to instruct officers to commission independent 24/7 Automatic Traffic Counts on Corwell Lane and Lansdowne Road at locations agreed with petitioners and Ward Councillors. The speed and vehicle traffic data captured, and the testimony of petitioners, will help inform the investigations into possible measures as a barrier is not a feasible option.

8. Police recorded collision data for the three year period to the end of December 2018 (the latest data available) indicates that there are no recorded incidents in either Corwell Lane or Lansdowne Road. It should be noted, however, that the collision data which the Council has access to is only police recorded incidents and does not include damage only crashes.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to informally consult residents on their request for 'barrier' on Corwell Lane Hillingdon. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered at that time.

Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

Petition received.

This page is intentionally left blank

THE BRAMBLES, WEST DRAYTON - PETITION REQUESTING SPEED HUMPS AND/OR SPEED REDUCING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting speed humps and/or speed reducing measures along The Brambles, West Drayton.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents, Education and Environmental Services.
Ward(s) affected	West Drayton

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:

1. listens to their request for speed humps and/or speed reduction measures in The Brambles, West Drayton; and
2. subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 42 signatures has been submitted by residents living in or close to The Brambles, West Drayton signed under the following heading:

"Petition to place speed humps along The Brambles, West Drayton (including park area). Due to high speeds and parked cars (creating blind spots) many children, OAPs and disabled live along this road. Urgent action is required. "

In an accompanying statement, the lead petitioner helpfully provides the following information:

"Due to excessive speeds down my road and for the safety of all the residents, we feel urgent action is required. It's only a matter of time before someone gets hurt or killed."

2. The Brambles is a mainly residential road with a mixture of semi-detached houses, most with driveways, and flats that appear to have use of off-street parking areas. The width of the carriageway is approximately 5 metres and is mostly bounded on both sides by a footway with an average width of between 1.8 and 2.2 metres. Brambles play area is located at the eastern end of The Brambles. A location plan is attached as Appendix A.

3. Police collision data for the three year period to the end of December 2018 (the latest data available) indicates that there was one incident in September 2017 when a vehicle was in a collision with a parked car. It should be noted that the collision data which the Council has access to is only police recorded incidents and does not included damage only crashes.

4. As a result of the concerns raised by residents, the Cabinet Member maybe minded to instruct officers to commission 24/7 Automatic Traffic Counts on The Brambles at locations agreed with petitioners and Ward Councillors. The speed and vehicle traffic data captured, and the testimony of petitioners, will help inform the investigations into possible measures.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in The Brambles, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering the residents' responses, decision makers must ensure there is full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered, then the relevant statutory provisions will have to be identified and considered at that time.

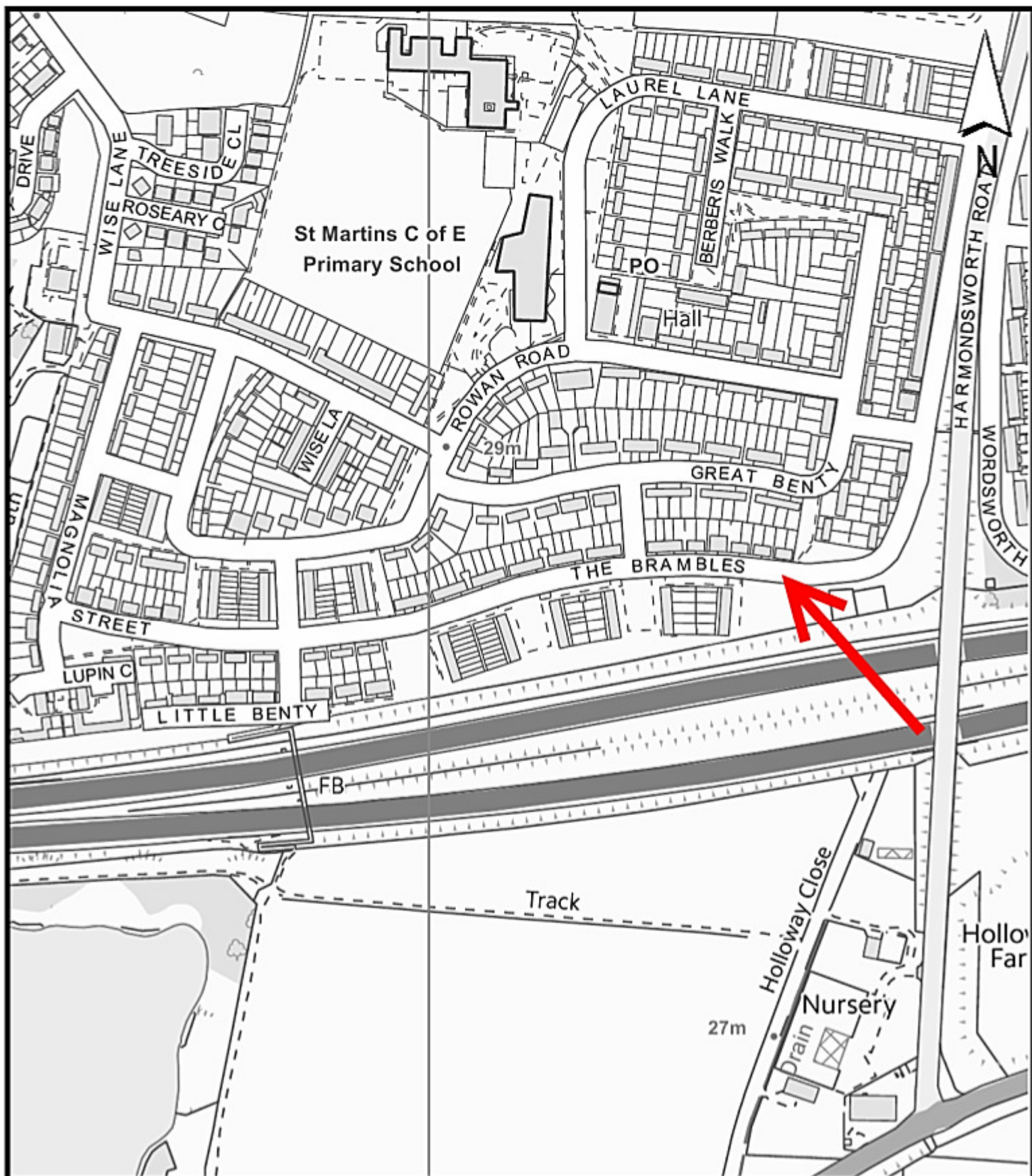
Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

Petition received

This page is intentionally left blank



The Brambles, West Drayton
Location plan

Appendix A

November 2019

Scale 1:4,000

This page is intentionally left blank

DUCKS HILL ROAD, NORTHWOOD - PETITION REQUESTING A ZEBRA CROSSING

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin, Residents Services
Papers with report	Appendix A

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting the installation of a zebra crossing on Ducks Hill Road, Northwood.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys and pedestrian counts. The current cost of speed and traffic surveys is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service. The cost of commissioning and independent specialist company to undertake pedestrian counts is expected to be in the region of £500.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATIONS

Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:

1. listens to their request for the installation of a zebra crossing on Ducks Hill Road, Northwood between Northgate and Jackets Lane;
2. subject to the outcome of the above, considers asking officers to undertake traffic surveys and to report back to the Cabinet Member;
3. subject to the above, also considers asking officers to undertake an assessment of pedestrian crossing demand at the site; and
4. refers the testimony of petitioners and other findings to the separate HS2 study as may be appropriate.

Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 32 valid signatures has been submitted by residents of Ducks Hill Road, Northwood, signed under the following heading:

"Request for the installation of a zebra crossing on Ducks Hill Road between Northgate and Jackets Lane".

2. Duck's Hill Road (A4180) is one of the primary North to South routes in Hillingdon and links Ruislip to Northwood then beyond to Hertfordshire; it is classified as Borough Main Distributor Road and is part of the 331 bus route. A location plan is attached as Appendix A.

3. There is, at present, a pedestrian crossing near the site approximately 30 metres south of Jackets Lane, which comprises a traffic island refuge with an illuminated central beacon. This is a typical provision for a site of this kind, catering for the likely levels of pedestrians using the crossing. Forward visibility in both directions, north and south, is considered more than adequate due to the alignment of Ducks Hill Road.

4. Other types of crossing can be considered where there is sufficient pedestrian demand and the circumstances are appropriate, the latter including the layout and type of road, the availability of sufficient room on the carriageway and adjacent footways and, last but not least, the traffic volume and speed.

5. The familiar zebra crossing, covered by a Statutory Instrument laid out in Parliament, has nationally-prescribed design standards associated with it. These include statistical formulae which require the consideration of the data just described. Petitioners may also wish to note that a zebra crossing involves the introduction of two or more flashing Belisha Beacons which, experience has shown, can be perceived as a nuisance by those living nearby. In addition, the design of any new formal crossing of this kind must take account of any existing accesses onto the highway (e.g., a driveway) to avoid safety conflicts between pedestrians and drivers manoeuvring nearby.

6. Although the petitioners have not explicitly referred to traffic signals in some cases, especially where traffic speeds are higher, it may be appropriate to consider a traffic signal controlled crossing, typically the so-called puffin crossing which, like the zebra crossing, is

governed by Primary Legislation. The Cabinet Member will also be aware that, in common with the majority of the traffic signals across Greater London, any signal installations in Hillingdon are installed, owned and maintained by TfL who have their own assessment criteria associated with such schemes.

7. As with a zebra crossing, traffic signals involve a considerable amount of hardware which has to be accommodated on the highway, including of course the signals themselves but also cabinets and power supply points. The same considerations as with zebra crossings apply with regard to the proximity to any private access points.

8. The Cabinet Member will meanwhile be aware that the Council has initiated work with HS2 (the High Speed Rail Line which cuts through the Borough) to review traffic speeds on a number of roads within the local network north of the A40 Western Avenue and south of Harefield and Northwood. These roads include Harvil Road, Breakspear Road South, Breakspear Road North and Ducks Hill Road. Although neither Breakspear Road North nor Ducks Hill Road form part of the HS2 Construction Route Network, it is recognised that they are likely to carry more displaced traffic as a consequence of the construction work associated with the HS2 project which, dependent of course upon any future decisions by National Government and the detailed works programme, may continue for up to a decade.

9. One potential outcome of this separate HS2-related study may conceivably include a change to the posted speed limit. With that in mind, the testimonial of the petitioners, coupled with any other work instructed as a consequence, will be helpful in terms of informing that study.

10. In conclusion, as a result of the request for a zebra crossing raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Ducks Hill Road at locations agreed with petitioners and Ward Councillors and pedestrian counts. The data captured, and the testimony of petitioners, will help inform the investigations into the viability of a zebra crossing on Ducks Hill Road, Northwood.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys, the cost is usually in the region of £80 to £85 per location, which could be funded through an allocation for the transportation and projects service. The cost of commissioning pedestrian counts is estimated to be in the region of £500 but the eventual cost will be subject to obtaining quotes from appropriate specialist companies. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

It is important that decision-makers have no personal interest in the subject on which they are adjudicating, and should declare and preclude their participation in the decision R v Bow Street Metropolitan Stipendiary Magistrate, ex parte Pinochet Ungarte (No 2) [2001] 1 AC 119.

It is recommended that there is legitimate informal dialogue with those that are likely to be impacted by any changes or those with a particular interest; prior to the final decision. A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise are known as the Sedley requirements, adopted by Hodgson J in R v Brent London Borough Council, ex parte Gunning (1985) 84 LGR 168, being:

- Consultation must be made at a time when proposals are at a formative stage;
- Sufficient reasons for the proposal must be given to allow intelligent consideration response;
- Adequate time must be given for a response; and
- The product of the consultation must be conscientiously taken into account in finalising proposals.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all relevant representations arising, including those which do not accord with the officer recommendation. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient, safe movement of vehicular and stationed parking, with other traffic. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should the outcome of the informal discussions with petitioners be founded that a traffic calming measures, vehicle activated signs, speed cameras and a pedestrian crossing is required, it will be necessary to consider the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2016, which govern road traffic orders, traffic signs and road markings.

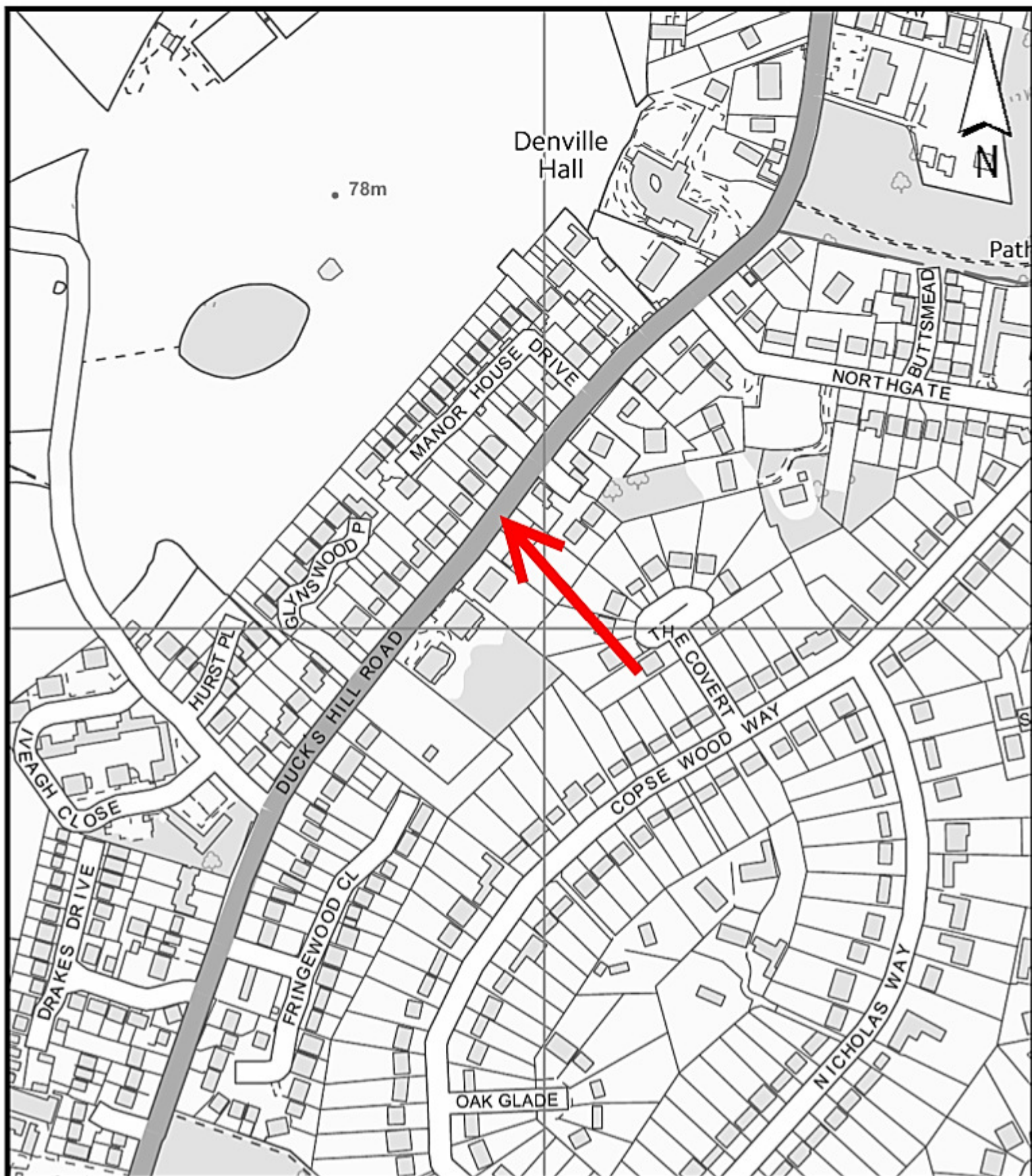
Members must have due regard of the Public Sector Equality Duty under section 149 of the Equality Act 2010.

Corporate Property and Construction

There are no Corporate Property and Construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

Petition received.



Ducks Hill Road, Northwood Location plan

Appendix A

November 2019

Scale 1:4,000

This page is intentionally left blank