

PETITION REQUESTING CYCLE PATHS BE INSTALLED ALONG WEST END ROAD, STATION APPROACH & VICTORIA ROAD, SOUTH RUISLIP

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation & Recycling
Officer Contact(s)	Sophie Bernacki – Residents Services
Papers with report	Appendix A – Map included with the petition report.

1. HEADLINE INFORMATION

Summary	To advise the Cabinet Member of the petition received requesting that cycle paths be installed along West End Road, Station Approach & Victoria Road, South Ruislip.
Contribution to our plans and strategies	The petition will be considered within the context of the Council's Sustainable Community Strategy and Local Implementation Plan including the transport strategy and road safety strategy.
Financial Cost	There are no financial implications of this report at this stage.
Relevant Policy Overview Committee	Residents & Environmental Services
Ward(s) affected	South Ruislip

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with and listens to the petitioners' request for the provision of cycle paths along West End Road, Station Approach and Victoria Road, South Ruislip.**
- 2. Subject to the above, asks officers to consider the petitioners' request, undertake further studies and report back to him.**

Reasons for recommendation

To give the Cabinet Member the opportunity to discuss in detail the petitioners' concerns and aspirations. To investigate in further detail the request of the petitioners.

Alternative options considered / risk management

Options will be discussed with the petitioners.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 33 signatures has been submitted to the Council under the following heading:

'We the undersigned would like a cycle path please from the Eastcote Arms roundabout to the Polish War Memorial (South Side) and parking for bikes out of the way of blind people.'

However, the cover letter accompanying the petition makes a slightly different request. The cover letter states the following:

'Please find enclosed a petition requesting cycle paths be installed along West End Road, Station Approach and Victoria Road as per enclosed map'

2. The map enclosed with the petition report can be found in Appendix A.

3. The lead petitioner lives in South Ruislip and the other 33 signatures on the petition are from local people.

4. From the remaining signatures there was at least one from each of the following six Hillingdon wards: Yiewsley, Ickenham, Manor, Cavendish, Yeading and Eastcote & East Ruislip.

5. Officers contacted the lead petitioner to discuss their concerns further and they stated that they wished their petition to be formally heard by the Cabinet Member.

6. For the purposes of a review in response to this petition it is proposed that the study area be defined as the following:

- West End Road between Sidmouth Drive and the A40;
- Sidmouth Drive;
- Victoria Road between Sidmouth Drive and Queens Walk; and

- Station Approach / Long Drive between West End Road and Victoria Road.

7. This route includes two secondary schools (Ruislip High School and Queensmead) as well as South Ruislip Station and Ruislip Gardens Station. These are all key trip generators and attractors.

8. For most of its length, West End Road is adopted Highway owned and maintained by the London Borough of Hillingdon (LBH). However, a short section from the Polish War Memorial onto the roundabout is the responsibility of Transport for London (TfL). All other sections of road within the proposed study area are under the Council's jurisdiction.

9. Accident data for the most recent three year period, up to 30 April 2013, has been collected from TfL. An accident summary for each of the roads within the proposed study area is provided below.

10. West End Road: A total of 53 personal injury accidents were recorded in the three year period, of which four involved pedal cyclists. All pedal cycle accidents resulted in slight injuries and all involved collisions with cars.

11. Victoria Road: A total of 22 personal injury accidents in the three year period, of which just the one involved a pedal cyclist. This accident resulted in slight injury to the rider, and was the result of the cyclist riding off the pavement into the side of a Goods Vehicle.

12. Station Approach / Long Drive: A total of 14 personal injury accidents in the three year period of which just one involved a pedal cyclist. This accident resulted in slight personal injury and was the result of a car driving into the back of a cyclist waiting at traffic signals.

13. Sidmouth Drive: No recorded personal injury accidents.

14. As requested by the Cabinet Member, the South Ruislip Ward Members have been informally consulted on their views about cycling challenges in this area. All three Ward Councillors responded and support the case for further study.

15. West End Road forms part of the E7 Ruislip to Ealing Broadway bus route. The footways are fairly wide for the majority of the link with numerous sections also having grass verges in addition to the footways, increasing available space off the carriageway. The road carriageway is also quite wide along the link and is heavily trafficked even outside of the peak hours. Significant congestion and delay was observed at the junction with Station Approach. West End Road passes through mainly a residential area with numerous residential side roads leading off it. There is also a major access road into RAF Northolt.

Key Junctions:

- Access to Ruislip Gardens Station;
- Access to RAF Northolt (*signals*)
- Station Approach (*signals*)
- Western Avenue (A40) (*roundabout*)

16. Victoria Road lies on the 114 Ruislip to Mill Hill Broadway bus route. The footways are fairly wide for most of the link with numerous sections having grass verges. The road carriageway is also quite wide along the link. The link passes through a mix of residential and retail land uses with dropped kerbs, side streets and access points along the link. There are also variations along the link with parking opportunities and restrictions.

Key Junctions:

- Long Drive (*signals*)
- Retail Parks (*priority/roundabouts*)
- Field End Road/Eastcote Road (*roundabout*)

17. Station Approach and Long Drive have wide footways. The area is a mixture of commercial and residential with a number of residential side streets. There is a combination of parking restrictions and parking bays along the route. Station Approach / Long Drive experiences high cycling demand from people travelling to South Ruislip Station where current cycle parking is over subscribed.

18. Sidmouth Drive: Ruislip High Secondary school is located close to the junction with West End Road. The majority of Sidmouth Drive has a 20mph speed limit. There are speed humps and carriageway narrowing measures to calm the speed of traffic. Initial site observations showed there is a high number of parked cars on both sides of the road which is likely to be worse at the start and end of the school day. There are no parking restrictions other than the school keep clear markings. The footway along Sidmouth Drive is too narrow to consider shared use.

19. South Ruislip is referenced within TfL's 'Local Cycling Guide 3'. The guide states that the section of Sidmouth Drive between West End Road and Thurlstone Road form '*quieter roads that have been recommended by other cyclists...*' The section of Long Drive between South Ruislip Station and Victoria Road is also afforded this categorisation.

20. A section in front of Ruislip Gardens station (along West End Road) is categorised as a section of road '*where cyclists can ride next to but separated from the road: usually for difficult junctions, where the road is very busy, or against the flow on one way streets. These roads may be shared with pedestrians.*' Based on an initial site visit of the section outside of Ruislip Gardens station, it is not clear what segregated provision is provided for cyclists as detailed within the TfL Local Cycle Guide. However, TfL is in the process of reviewing and updating its cycle guidance and officers will ensure that the Council provides practical input to assist this process.

21. It is clear from the petition and an initial basic data review that there may be scope to develop measures that will benefit cyclists using the roads listed above. Clearly the nature of some of these roads, in particular where they are not especially wide and where residential parking is involved, may pose practical constraints on the range of potential solutions that would be supported by the whole community, but with care it should be possible to address key issues, possibly through a phased approach, tackling the more critical points first.

22. The Cabinet Member will be aware that the Mayor of London has placed cycling high on his agenda and has also made available additional funding to assist with the creation of much

higher quality cycle facilities throughout Greater London. A sound basis for any bids to seek such funding would be a study and this should certainly draw upon the suggestions of local cyclists.

23. On this basis, it is recommended that the Cabinet Member meets with the petitioners and listens to their concerns and any practical suggestions they may have. Noting the slight differences of emphasis between the petition itself and the covering letter, it is further recommended that petitioners be invited to identify the particular issues that they feel deserve the highest initial focus.

Financial Implications

None at this stage.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

It will allow for consideration of petitioners' request for cycle lane facilities and for detailed design and consultation on proposed measures.

Consultation Carried Out or Required

None at this stage.

5. CORPORATE IMPLICATIONS

Legal

There are no specific legal implications arising from this proposal which recommends that further consultation and studies are carried out.

Section 65 of the Highways Act 1980 provides the Council with a power to construct cycle lanes on the public highway.

In considering the request for a new cycle lane, the views of consultees must be balanced with the Council's duties under Section 122 of the Road Traffic Regulation Act 1984 which imposes a duty on the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic. Decision makers must ensure there is a 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 property implications resulting from the recommendations set out in this report.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Nil.