

BURY STREET NEAR THE JUNCTION WITH PINN WAY, RUISLIP - PETITION REQUESTING MEASURES TO IMPROVE PEDESTRIAN SAFETY

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition asking for measures to improve pedestrian safety on Bury Street near the junction with Pinn Way.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	West Ruislip and Eastcote and East Ruislip Wards

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their request for measures to improve pedestrian safety on Bury Street near the junction with Pinn Way.**
- 2. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation including the installation of Zebrite Belisha Beacons.**
- 3. Subject to the above, asks officers to investigate the feasibility of adding Bury Street to the Council's Vehicle Activated Signs Programme.**

4. Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members.

Reasons for recommendation

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 177 signatures has been submitted to the Council under the following heading *"To ensure greater security and safety for pedestrians who use the zebra crossing on Bury Street, near Pinn Way (Ruislip)"*.

2. In a covering letter attached to the petition, the lead petitioner raises the following point:

"The parents and pupils of [Bishop Winnington-Ingram] BWI School, Ruislip have become extremely concerned following a number of incidents and near misses involving speeding cars on Bury Street.

We want to improve the safety of pedestrians using the zebra crossing on Bury Street, adjacent to Pinn Way, by installing traffic calming measures such as a pelican crossing and / or appropriate signage, warning road users to slow their speed on the approach to the crossing"

3. Bury Street is classified as a Borough Main Distributor Road (A-Road) and is served by the 331 Bus Route. A few years ago the Council installed a zebra crossing on Bury Street close to the bridge over the River Pinn to assist vulnerable road users such as pupils of Bishop Winnington-Ingram School to cross the road safely, as well as benefiting people following the Celandine Route pedestrian way. A plan showing the location of the existing zebra crossing is attached as Appendix A to this report.

4. Analysis of the latest available Police recorded personal injury accident data for the three year period ending July 2014 has indicated that there has been one accident involving slight injuries which took place on Bury Street at the location of the existing zebra crossing near Pinn Way. This accident involved a southbound car colliding with the rear of another southbound car which had stopped for pedestrians using the crossing.

5. The Council has invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be most effective if they are installed at key sites, left in place for three months and then moved to another site. It is suggested that officers investigate the feasibility of adding Bury Street to future phases of the VAS Programme.

6. The Cabinet Member will also be aware of the more conspicuous type of Belisha Beacon (Zebrite Belisha Beacon) which has a halo of LED lights. It is suggested that officers investigate the feasibility of installing Zebrite Belisha Beacons at the existing zebra crossing on Bury Street.

7. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this matter should be added to the Council's Road Safety Programme for further investigation.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source.

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 report and financial implications, concurring that there are no additional cost implications to the Council associated with the recommendations. It is noted though that funding would need to be identified from existing revenue budgets prior to the installation of any additional traffic calming measures such as a Zebrite Belisha Beacon.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request for measures to improve pedestrian safety on Bury Street near the junction with Pinn Way and to consider recommendations 2-4 above. 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 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 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.

If specific advice is required, Legal Services should be consulted.

Corporate Property and Construction

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

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.