

BREAKSPEAR ROAD NORTH, HAREFIELD - PETITION REQUESTING A ZEBRA CROSSING NEAR DAIRY FARM LANE

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 requesting a zebra crossing on Breakspear Road North near Dairy Farm Lane.
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	Harefield Ward

2. RECOMMENDATION

That the Cabinet Member:

1. 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.
2. Subject to the above, considers adding Breakspear Road North to future phases of the Council's Vehicle Activated Signs programme.
3. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation.

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 64 valid signatures has been submitted to the Council from residents requesting a zebra crossing on Breakspear Road North near Dairy Farm Lane.
2. Breakspear Road North is a Borough Secondary Distributor Road and is served by the 331 Bus Route. Dairy Farm Lane and Burbery Close form part of a new residential development within the Harefield Ward. A location plan is attached as Appendix A to this report.
3. In a covering letter, the lead petitioner refers to the new development at Dairy Farm Lane, stating:-

"It is on a very fast and busy road called Breakspear Road North. I have enclosed photographs of the road which only has pavement on the far side of the estate, making it very dangerous for parents and children to cross. I wanted to bring this to your notice - as my grandchildren and many others cross this road especially children crossing to get to local schools, and people crossing to get to the post office and local shops etc.

Please could you consider a zebra crossing and or speed bumps here before anything tragic happens. I have attached a petition because we all feel strongly about this."

4. An annotated photograph enclosed with the petition suggests that the petitioners are requesting a zebra crossing on Breakspear Road North immediately northwest of its junction with Dairy Farm Lane. The Cabinet Member will be aware that this section of Breakspear Road North is subject to a 30mph speed limit.
5. The Harefield Village 20mph Zone covers the section of Breakspear Road North between its junction with Northwood Way and High Street, Harefield. The junction of Dairy Farm Lane and Breakspear Road North is consequently outside the present extents of the 20mph Zone.
6. The Cabinet Member will also recall that the Council implemented a proposal last year which reduced the maximum speed limit from national speed limit to 40mph on the section of Breakspear Road North from its junction with Fine Bush Lane, Ruislip and a point approximately 130 metres south of Gilbert Road, Harefield. The objective of this change to a lower speed limit was to reduce the speed of traffic between West Ruislip and Harefield including slowing traffic entering the village prior to the start of the 30mph limit.
7. Analysis of the latest available Police recorded personal injury accident data for the three year period ending October 2014 has indicated that there have been two accidents involving slight injuries on Breakspear Road North within a 100 metre radius of Dairy Farm Lane. Both of these accidents took place at the junction of Breakspear Road North and Northwood Way.

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involved a vehicle turning right out of Northwood Way which collided with an oncoming vehicle. The second accident involved a north-westbound motorcyclist which swerved and fell from their bike.

8. 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 recommended that the Cabinet Member considers adding Breakspear Road North to a future phase of the programme.

9. To assist with investigations concerning the speed of vehicles using Breakspear Road North, it is recommended that the Cabinet Member considers asking officers to commission independent 24 hour / 7 day vehicle speed and classification surveys at locations agreed by the petitioners and relevant Ward Councillors. This could be coupled with further investigations under the Road Safety Programme to establish the case for and viability of a formal pedestrian crossing.

10. It is therefore recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report 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 this report and notes that there are no direct financial implications associated with the recommendations outlined above.

Legal

There are no special legal implications for the proposal, 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 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. Accordingly, the Council must balance the concerns of the objectors with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and 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 require that officers add the request to either the Council's Road Safety Programme for subsequent investigation there will need to be consideration of Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings.

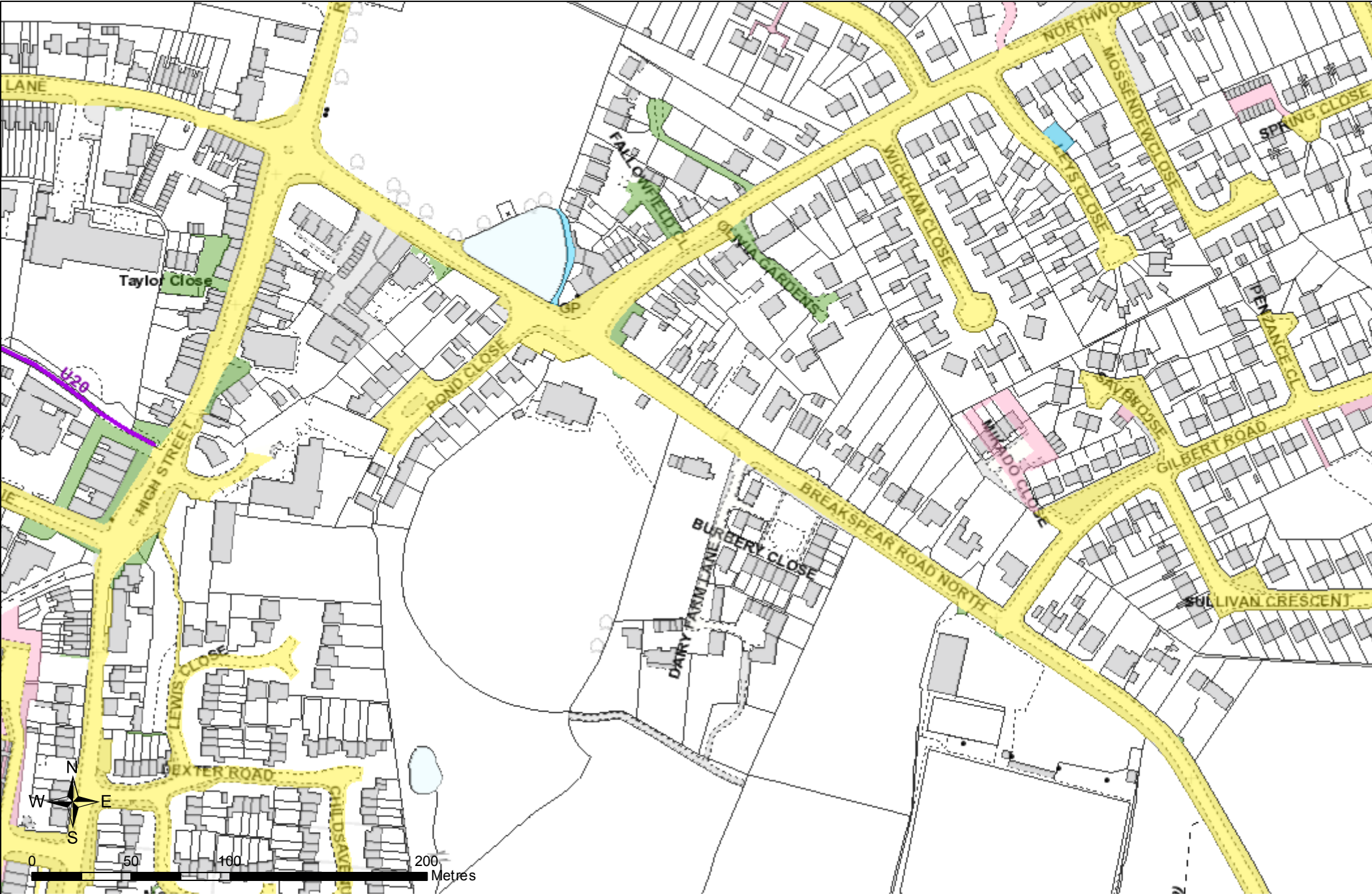
Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

None.

APPENDIX A - LOCATION PLAN



Map Notes