

# VINE LANE, UXBRIDGE - PETITION REQUESTING A PEDESTRIAN CROSSING NEAR ST ANDREW'S ROAD

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

## 1. HEADLINE INFORMATION

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting a pedestrian crossing on Vine Lane at the junction with St Andrew's Road.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	Uxbridge North Ward.

## 2. RECOMMENDATION

**Meeting with the Petitioners, the Cabinet Member:**

- 1. Considers their concerns regarding road safety on Vine Lane near St Andrews Road**
  - 2. Notes the previous work associated with the St Andrew's Park Development, including road safety audits undertaken as part of that project, relevant details of which are set out in the body of this report**
  - 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 26 valid signatures has been submitted to the Council requesting a pedestrian crossing on Vine Lane at its junction with St Andrew's Road.

2. Vine Lane is a residential road which has an existing 20mph zone between the junction with Honey Hill and a point approximately 55 metres north of the junction with Cedars Drive. As part of the development of the former RAF Uxbridge site, a new access road called St Andrew's Road has been constructed which joins with Vine Lane, as shown in the plan attached as Appendix A. The development includes new housing as well as a new primary school, The John Locke Academy.

3. The petition states *"The amount of traffic and the speed at which some people drive make crossing Vine Lane at St. Andrews Road very difficult. This is also an intersection that many people use to get to two local schools- ACS Hillingdon International School, and John Locke Academy. I regularly see families crossing this road with small children and pushchairs. There is also limited space on the sides of the road to wait for traffic to pass. Quite often, while crossing during the busiest times of the day, you need to wait for a driver nice enough to stop traffic for you in order to get across the road safely"*

*The most difficult times of the day to cross the road is during the morning commute, afternoon school run, and evening commute. Vine Lane is a common cut through from Uxbridge Road to Hercies Road, which leads to a lot of traffic during those times"*

4. The independent Stage 3 Road Safety Audit Report for the RAF Uxbridge development recommended the provision of an uncontrolled crossing point at the end of the new footway on Vine Lane immediately south of the junction with St Andrews Road. In response to the recommendations in the Road Safety Audit Report, the existing footway on the western side of Vine Lane was extended and a dropped kerb provided to assist with pedestrian movements.

5. Investigations undertaken by the Council and an independent consultant did not recommend the provision of a formal footway on the eastern side of Vine Lane as part of the RAF Uxbridge Development. As stated in the independent Stage 1 & 2 Road Safety Audit Designer's Response report: *"If a raised footway was installed on the east side, the presence of a number of wide private residence vehicle accesses would mean that the kerb height would have to be small (20mm) for the majority of this area in order to maintain access to the houses. Besides being very similar to the existing arrangement, the introduction of kerbing may change the existing drainage regime leading to drainage problems"*.

6. As the Cabinet Member will be aware, the feasibility of installing a pedestrian crossing depends on a number of design requirements including visibility distances, the lay-out of existing driveways and the provision of a safe area for pedestrians waiting to cross the road.

7. In response to the petition, it is 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 detailed investigations and the development of alternative options.

### **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**

No financial implications at this stage.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their concerns regarding road safety on Vine Lane near St Andrew's Road, 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. 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.

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## **Corporate Property and Construction**

None at this stage.

## **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received.