

PETITION REQUESTING TO CONVERT ZEBRA INTO SIGNALLED CROSSING IN CHURCH ROAD BY CHURCH GREEN, HAYES

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Report Author	Alan Tilly, Residents Services
Papers with report	Appendix 1: Location Map Church Road by Church Green, Hayes

1. HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been submitted asking the Council to convert the Zebra into a signalled crossing in Church Road, north of Church Green, Hayes.
Contribution to our plans and strategies	The request of the petitioners will be considered within the context of the Council's transport strategy.
Financial Cost	The costs associated with the recommendations to this report are relatively minor and proposed to be met from the Transport for London, Local Implementation Plan budget at a later stage.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Townfield

2. RECOMMENDATIONS

That the Cabinet Member:

1. meets and discusses with petitioners their request to convert the Zebra Crossing into a signal controlled crossing in Church Road, north of Church Green, Hayes;
2. notes that no police recorded accidents were noted in the vicinity of the Zebra Crossing in Church Road during the period 2005-2015;
3. notes that there is a School Crossing Patrol in post at the Zebra Crossing which is the subject of this petition;
4. notes that the issue raised has not recently been identified as a concern by Dr Triplett's Church of England Primary School as part of the extensive School Travel dialogue the Council has with them;

5. further notes that the signalisation of any crossing in the manner suggested would need the support of Transport for London, the body responsible for all traffic signals across Greater London; and
6. subject to the outcome of the above, considers whether further studies are warranted at present

INFORMATION

Reasons for recommendations

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

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. A petition with 98 valid signatures has been submitted to the Council from residents that live in the vicinity of the crossing. Petitioners are asking the Council to convert the Zebra into a signalled crossing in Church Road, north of Church Green, Hayes. The petition is worded as follows:

'We the undersigned petition the London Borough of Hillingdon to investigate/liaise with Transport for London regarding the installation of a signal controlled crossing instead of the current zebra crossing in Church Road, Hayes (by Church Green).'

2. Church Road is an unclassified road connecting Hayes End with Hayes town centre. It is effectively operating as a local distributor road. The location of the crossing in Church Road is shown in Appendix A. The crossing forms part of a school route, being near to Dr Triplett's Church of England Primary School, and a School Crossing Patrol is employed to assist children and their guardians in crossing at school times.

3. The Cabinet Member will be aware that School Crossing Patrols work best in situations where the School Crossing Patrol Person has control over traffic using their staff ('Lollipop') and the introduction of a pedestrian crossing which relies on traffic signals and push-button controls can prove problematic for the School Crossing Patrol Person, and confusing for drivers unless the crossing is solely actuated by use of the push button and traffic signals.

4. As the Cabinet Member will be aware, the Council's School Travel and Road Safety Team work closely with many schools across the Borough, Dr Triplett's being one of them where there is a positive and constructive dialogue. Whilst other measures have been implemented in the local area, the safety of the Zebra Crossing in Church Road has not been

identified by the school as a matter of particular concern, over and above the normal issues of poor driver behaviour.

5. Church Road is served by the 195 and H98 bus services. Route 195 connects Charville with Ealing Hospital via Hayes and Southall whilst the H98 service operates between Hayes End with Hounslow, also via Hayes town centre.

6. Church Road is principally a residential road. There is also a community college, ambulance station, hotel, chapel, club building, cemetery and park. A food store is currently being built at the southern end of Church Road.

7. To address petitioners' concern with the road safety situation, officers have reviewed the Police reported road traffic accident data collated by Transport for London. The record revealed no personal injury incident along Church Road in the immediate vicinity of Church Green during the period 2005-2015. A further interrogation of data from 2015 to date similarly shows no record of any serious road-safety related accidents, indicating that there appears to have been a consistent record of road safety at the site for in excess of twelve years at least. The accident statistics do, therefore, not appear to support the petitioners' view that pedestrian safety is a significant cause of concern.

8. It needs also to be borne in mind that Transport for London, the body responsible for the design, installation and maintenance of all traffic signals in Greater London, is seeking to reduce rather than increase the number of traffic signals, and their support would certainly be crucial should it be felt that the suggestion is worthy of being progressed.

9. One of the Ward Councillors has advised that a former Head Teacher of the school requested the Zebra conversion many years ago. She advised that the request was turned down due to lack of funds.

10. Ward Councillors have further been trying to get parents to use the car park in Church Road rather than all turn up in their cars in Hemmen Lane, an issue which could be reviewed in the School Travel Plan. The last update to the School Travel Plan for Dr Triplett's was undertaken in 2011 to cover the period of 2012-2015. In this document, a number of objectives and measures are outlined for the school to work towards including the consideration of the setting up of a 'park and go scheme'.

11. The Travel Plan update also identifies that the school feels that the inadequate and dangerous crossing on Church Road, as identified in their original School Travel Plan, is no longer an issue as the zebra crossing has been built.

12. It is appreciated that petitioners may have fresh and compelling evidence that the Cabinet Member would wish to hear to help him form an opinion on whether or not further action is warranted. On this basis, it is recommended that the Cabinet Member meets with the petitioners, giving them the opportunity to state their case to him, thereby enabling him to make a decision on how best to proceed.

Financial Implications

Recommendation is just for the hearing of the petition; therefore there is no financial resource being utilised currently. Financial implication could be reviewed in the future depending on the outcome of the petition and if any work is required to be carried out.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendations will allow the concerns of petitioners to be considered in detail and suitable remedial measures to be developed for implementation.

Consultation Carried Out or Required

No statutory consultation was required or carried out.

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

The report suggests that the Cabinet Member meet with residents in order to discuss their concerns with regard to the petition submitted.

There are no special legal implications for the proposal to discuss with petitioners their petition requesting the Council to convert the Zebra into a signalled crossing in Church Road, north of Church Green, Hayes. This 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 at that time.

BACKGROUND PAPERS

NIL.

APPENDIX A: LOCATION MAP CHURCH ROAD BY CHURCH GREEN



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners - 20 September 2017