

PETITION 'WEST END ROAD BUS STOP SOUTH OF WINGFIELD WAY'

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Alan Tilly - Residents Services
Papers with report	Appendix A – Location Map West End Road south of Wingfield Way

HEADLINES

Summary	To advise the Cabinet Member of the petition expressing concern about the northbound bus stop along West End Road south of Wingfield Way.
Putting our Residents First	This report supports the following Council objectives of: <i>Our People; Our Natural Environment; Our Built Environment; Our Heritage and Civic Pride; Strong financial management. The Hillingdon Local Plan: Part One – Strategic Policies 2012; London Borough of Hillingdon LIP Delivery Plan 2013/14 to 2016/17.</i>
Financial Cost	There are no financial implications of this report at this stage.
Relevant Policy Overview Committee	Residents' Education, and Environmental Services Policy Overview Committee.
Relevant Ward(s)	South Ruislip.

RECOMMENDATIONS

That the Cabinet / Cabinet Member(s):

1. **Meets with and listens to the petitioners' concerns;**
2. **Advises petitioners that bus stops and bus stop infrastructure are principally the responsibility of Transport for London (TfL) and their subsidiary London Buses;**
3. **Notes that the bus stop in West End Road near Wingfield Way was slightly altered to accommodate a shared cycle/ footway which, as the Cabinet member will be aware, was implemented in response to an earlier petition from local residents;**

4. Notes that as part of the scheme referenced under (3) above, the bus stop has been subject to a road safety audit and a bus stop accessibility audit both 'before' and 'after' implementation of the scheme, and the layout was found to be in accordance with current design standards;
5. Notes that in response to enquiries by the Council in the wake of the petition, the police stressed the road safety importance of clear sight-lines between drivers travelling north along A4180 West End Road and drivers leaving Wingfield Way;
6. Notes that locating the bus shelter further away from the carriageway would significantly compromise the design standard for the width of the shared use path width behind it;
7. Notwithstanding the above, asks officers to consider any further testimony from petitioners, and if deemed appropriate, to undertake further investigation and report back to him.

Reasons for recommendations

To give the Cabinet Member the opportunity to discuss with the petitioners' their concerns and aspirations.

To investigate in further detail the potential to address the petitioners' concerns.

Alternative options considered / risk management

Options will be discussed with the petitioners.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. A petition with 34 valid signatures has been received by the Council from residents who live in the vicinity of the bus stop along West End Road south of Wingfield Way, South Ruislip. Petitioners are raising concern regarding the design of the bus stop. The petition is worded as follows:

"We the undersigned residents request that the Cabinet Member for Transport and Planning gives consideration to an issue raised by residents in the West End Road area. The bus stop adjacent to Wingfield Way was moved. It now has its open side towards the major traffic on West End Road. Residents are afraid to use the bus stop because of the danger caused by the vortex created by passing lorries - some have to get a taxi to their shopping. NOTE The bus stop just off the Polish War Memorial roundabout is

turned so the closed side of the bus stop backs onto the road - the request is to turn the other bus stop similarly to create a safer refuge for travellers."

2. The Cabinet Member may recall hearing two previous petitions, one of which sought the creation of dedicated cycle routes in West End Road and Victoria Road. At that time, the lead petitioner appeared before the Cabinet Member and their testimony included statements that:
 - There was insufficient space on West End Road for cyclists to use the road safely and allow for traffic to pass by on either side of the road;
 - The petitioner had spoken to school children and their parents and they had confirmed that more people would cycle if there were better local provision;
 - Motorists tended not to provide cyclists with sufficient room on the busiest roads and this posed a danger to them and a general road safety concern given the increased probability of accidents; and
 - It was suggested that local cycle paths should be linked from West End Road to the A40.
3. In the report which accompanied that petition, the Cabinet Member heard that in the preceding three years, there had been a total of 53 personal injury accidents in West End Road, four of which involved pedal cyclists. All pedal cycle accidents resulted in slight injuries, but all of these involved collisions with cars. With the support of the local Ward Members the Cabinet Member instructed officers to progress with a study to develop proposals to introduce appropriate measures to benefit cyclists who wished to use West End Road.
4. Using the Council's Transport for London Local Implementation Plan budget allocation for 2016/17, the footway on the western side of West End Road between the Polish War Memorial roundabout and Station Approach was upgraded to become a shared use path for pedestrians and cyclists. Works included widening the footway to provide ample room for pedestrians and cyclists to pass, new tactile paving and dropped kerbs wherever the shared use footway crosses side roads together with the appropriate shared use footway signing and resurfacing.
5. The shared use path along the western side of West End Road was introduced both in response to the previous petition referred to above and in preparation of Transport for London's (TfL's) aspiration to widen the northbound exit of the A4180/ A40 Polish War Memorial roundabout. Transport for London is the Highway Authority for the Polish War Memorial roundabout located at the southern end of the scheme. The northbound exit widening works proposed will reduce the space available to cyclists using West End Road placing them in a vulnerable situation. This could be overcome by widening the footway and convert it into shared use by pedestrians and cyclists.
6. In accordance with normal practice, the design proposals for the shared use path were approved and subjected to formal capital release, and Ward Members were consulted, all of whom supported the scheme strongly. The measures were developed with the input of London Buses and the Metropolitan Police, and were subjected to a formal (and completely

independent) Stage I, II and III Road Safety Audit. As the Cabinet Member will be aware, these Road Safety Audits are undertaken by an external team who have played no part in the original design, and they therefore provide a completely independent overview of the design.

7. The new shared use path was successfully implemented and forms part of the adopted highway which is owned and maintained by the London Borough of Hillingdon (LBH).
8. Ward Members expressed their satisfaction with the solution of the shared footpath along West End Road. They added that the shared pathway now gives children, particularly from Bourne School, a safe passage for their journey to and from school and suggested that pedestrians can use the other side of the road if they do not like the idea of sharing.
9. A second petition was concerned with the consultation process. It had 127 signatures of which just 23 (18%) were from people that actually live along West End Road and therefore could be considered as those most directly affected. The other signatures (82%) were from residents along Masson Avenue, Glebe Avenue, Wingfield Way and Mahlon Avenue. Officers contacted the lead petitioner, who lives in Mahlon Avenue, not West End Road, to discuss the concerns further. The petition was formally heard by the Cabinet Member in March 2018.
10. The Cabinet Member listened to their concerns and resolved to re-install bollards to ensure proper use of the path. New bollards have now been introduced.
11. This petition is specifically concerned with the bus shelter and its location at the northern end of the shared use path. The path is at its narrowest at this location and any further width restriction would result in its width being well below the minimum standard recommended in the London Cycling Design Standards.
12. In response to the letter acknowledging receipt of the petition, the lead petitioner telephoned the Council on 26 March 2018 to make some further observations as set out below:
 - *There is a local wheelchair user who has no space to wait at the bus stop;*
 - *A partially blind local resident has said he is too frightened to use the bus stop;*
 - *Mothers with young children are scared to sit there in case the child runs out into the road;*
 - *The bus shelter has no side panels to protect people from the rain;*
 - *In wet conditions cars can splash people waiting at the bus;*
 - *Vehicles which could easily clip people waiting at the bus stop or mount the pavement; and*
 - *People stand behind the shelter rather than using it.*
13. Following receipt of the petition officers reviewed the Safety Audit Report and carried out a new Accessibility Audit upon receipt of the petition and considered the additional points raised by the lead petitioner. Safety audits had been carried out at the design stage and

post scheme implementation. Both audits confirmed that the bus shelter was considered both by the designers and the independent auditors to be located in a safe position.

14. The post scheme safety audit explicitly considered the petitioners' request for side panels. However, both the police and the safety auditors were reluctantly of the view that such side panels would obstruct the sightlines and potentially create an unsafe situation between northbound drivers and drivers leaving Wingfield Way.
15. The accessibility audit was carried out on 3rd April 2018. The audit included a site visit by the Council's 'Principal Access Officer', who is a wheelchair user himself, an 'Asset Operations Officer' from Transport for London, the scheme designer and a London Borough of Hillingdon Senior Transport Planner. These officers considered the potential for relocating the shelter further away from the road to create more space for passengers to wait, board and alight from buses. It was concluded that it would also be possible to introduce side panels if the shelter would be moved backwards. However, moving the shelter backwards would reduce the width of the shared use path well below the minimum standard in the London Cycling Design Standards and therefore undermine the purpose of the shared use path construction.
16. The results of both audits were reported to the Cabinet Member for Planning, Transportation and Recycling for his consideration during a meeting in May 2018. The Cabinet Member decided at that meeting to invite the petitioners to a petition hearing enabling him to take a balanced view on all issues brought to his attention before taking any further decisions.

Financial Implications

There are no financial implications associated with the recommendations to this report. However if there were costs to arise with a result from further investigations there will be no financial implications to Council resources as the costs will be funded from the 2017/18 TfL LIP Programme subject to the Capital Release process.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

The hearing will allow for consideration of petitioners' concerns with the new facilities and possible changes to the design.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

None at this stage.

Corporate Finance

Corporate Finance has reviewed the report and concur with the financial implications set out above.

Legal

There are no special legal implications for the proposal to discuss with petitioners their concerns, which amounts to an informal consultation. A meeting with the petitioners is perfectly legitimate as part of a listening exercise. 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.

Section 122 Road Traffic Regulation Act means that the Council must balance the concerns of objectors with their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic.

The outcome of any previous consultation should not prejudice the consideration of responses received in relation to the informal consultation or any future consultation.

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

Petition 785.

Appendix A: Location Map West End Road south of Wingfield Way

