

FIELD END ROAD, EASTCOTE - PETITION REQUESTING A PELICAN CROSSING CLOSE TO FIELD END INFANT SCHOOL

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin 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 Pelican Crossing on Field End Road, Eastcote close to Field End Infant School.
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, Education & Environmental Services
Ward(s) affected	Cavendish and South Ruislip

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member:

1. **Considers their request for a Pelican Crossing on Field End Road, Eastcote close to Field End Infant School.**
2. **Subject to the above, asks officers to add the petitioners' request to the Council's Road Safety Programme for further detailed investigation.**
3. **Asks officers to commission independent speed and traffic surveys at locations agreed by the petitioners and local Ward Councillors and then to report back to the Cabinet Member.**
4. **Invites ward councillors to make contact with the school with the aim to encourage them to work with the Council's Road Safety and School Travel Team.**

Reason for recommendations

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. An e-petition with 62 valid signatures and a paper petition with 33 signatures have been submitted to the Council, from residents signed under the following heading:

"We the undersigned, petition Hillingdon Council. We would like the Council to install a new pelican crossing on Field End Road by Parkfield Crescent."

2. In an accompanying statement the lead petitioner helpfully provides the following information:

"Children crossing Field End Road with their parents on a daily basis, from Monday to Friday, is a daily struggle. The zebra crossing that is already by Field End Junior School is placed too far from the infant school. Many of us cross the main road by Parkfield Crescent with cars going 40mph at least.

When it is safe to cross, hordes of people stop in the middle of the road, where the island is, to wait for the other on-coming cars to stop. This is highly dangerous and it has been seen a number of times that people have to squash themselves safely onto the island, so as not to be hit by a car. Parents with buggies are more at risk too, as the island space in the middle of the road is just not big enough for a group of people, especially babies in buggies.

To make it safer for all pedestrians crossing, we propose a pelican crossing."

3. Field End Road is a main route that links Eastcote and Pinner in the north to South Ruislip and the A40 to the south. There is an existing two stage zebra crossing located approximately 200 metres from the central island mentioned in the petition. This safety of this zebra crossing is enhanced by the presence of a School Crossing Patrol Officer during the morning and afternoon school pick-up and drop-off times.

4. It is worth noting that the feasibility of installing any type of formal pedestrian crossing point depends on a number of design requirements including visibility distances, the lay-out of existing driveways, traffic volumes and speeds, pedestrian movements, existing/proposed parking restrictions and the provision of a safe area for pedestrians waiting to cross the road. In respect to the request for a pelican crossing, Transport for London will also have strict criteria and design standards for this type of provision as they install and maintain all traffic signals across London

5. As the Cabinet Member will be aware, many schools across Hillingdon work with the Council's Road Safety and School Travel Team on developing the school travel plan. There are many ways in which the school, working in partnership with the Council's team, can promote more sustainable modes of transport to and from school and it is encouraging that petitioners are keen to walk to school. Field End Infant School regularly takes up the offer of pedestrian training but at the present time the schools are not actively working with Council Officers on road safety campaigns or competitions. Whilst officers will continue to try to engage with the schools, the Cabinet Member may wish to ask the local ward councillors to also approach them and encourage them to work with the Council on the STARS programme.

6. 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 options. In addition and subject to the outcome of discussions, the Cabinet Member could recommend undertaking independent speed and traffic surveys on Field End Road at locations to be agreed with the petitioners and ward councillors to help inform any decisions on a possible zebra crossing or any other measures that may be appropriate.

Financial Implications

If the Cabinet Member is minded to agree to undertake independent speed and traffic surveys the cost is usually in the region of £80 to £85 per location which will be funded through an allocation from within the Transportation Service to help inform any further investigation. If additional works are subsequently required, suitable funding will also be identified.

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.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out.

Legal

It is important that decision-makers have no personal interest in the subject on which they are adjudicating. If the decision maker believes they have a personal interest, this must be disclosed. [R v Bow Street Metropolitan Stipendiary Magistrate, ex parte Pinochet Ungarte \(No 2\) \[2001\] 1 AC 119.](#)

It will often be necessary to engage in legitimate informal dialogue with those who would be impacted by any changes or those with a particular interest; prior to a formal consultation to obtain initial evidence and to gain an understanding of the issues that will need to be raised in the formal consultation.

It is necessary for the decision makers to communicate and seek the views of those that need to know about the potential changes at a formative stage, such as the residents in the vicinity of Field End Road Eastcote, and other road users, (such as nearby Schools, doctor surgeries, local businesses, resident associations, and voluntary and community groups etc) that are in close proximity to Field End Road Eastcote. This in turn will avoid issues with bias, and prejudice.

In considering any informal consultation responses, decision makers must ensure that they have 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.

During the informal consultation, Members are guided to be mindful of the legal requirements for a proper consultation exercise are known as the Sedley requirements, adopted by Hodgson J in [R v Brent London Borough Council, ex parte Gunning \(1985\) 84 LGR 168](#), being:

- Consultation must be made at a time when proposals are at a formative stage;
- Sufficient reasons for the proposal must be given to allow intelligent consideration response;
- Adequate time must be given for a response; and
- The product of the consultation must be conscientiously taken into account in finalising proposals.

The receipt of major new information during or after the consultation process may require the re-opening of the consultation process to enable consultees to comment on that new information before the decision is taken.

Should the outcome of the informal discussions with petitioners require that Officers include the Petitioners request, and other possible options in the Road Safety Programme, 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.

The Council should show that relevant opinions and suggestions have been taken into account and explain if there are reasons why it hasn't been possible to address all of the issues raised by the consultees.

The Council should inform those consulted of any changes made as a result of the consultation.

Corporate Property and Construction

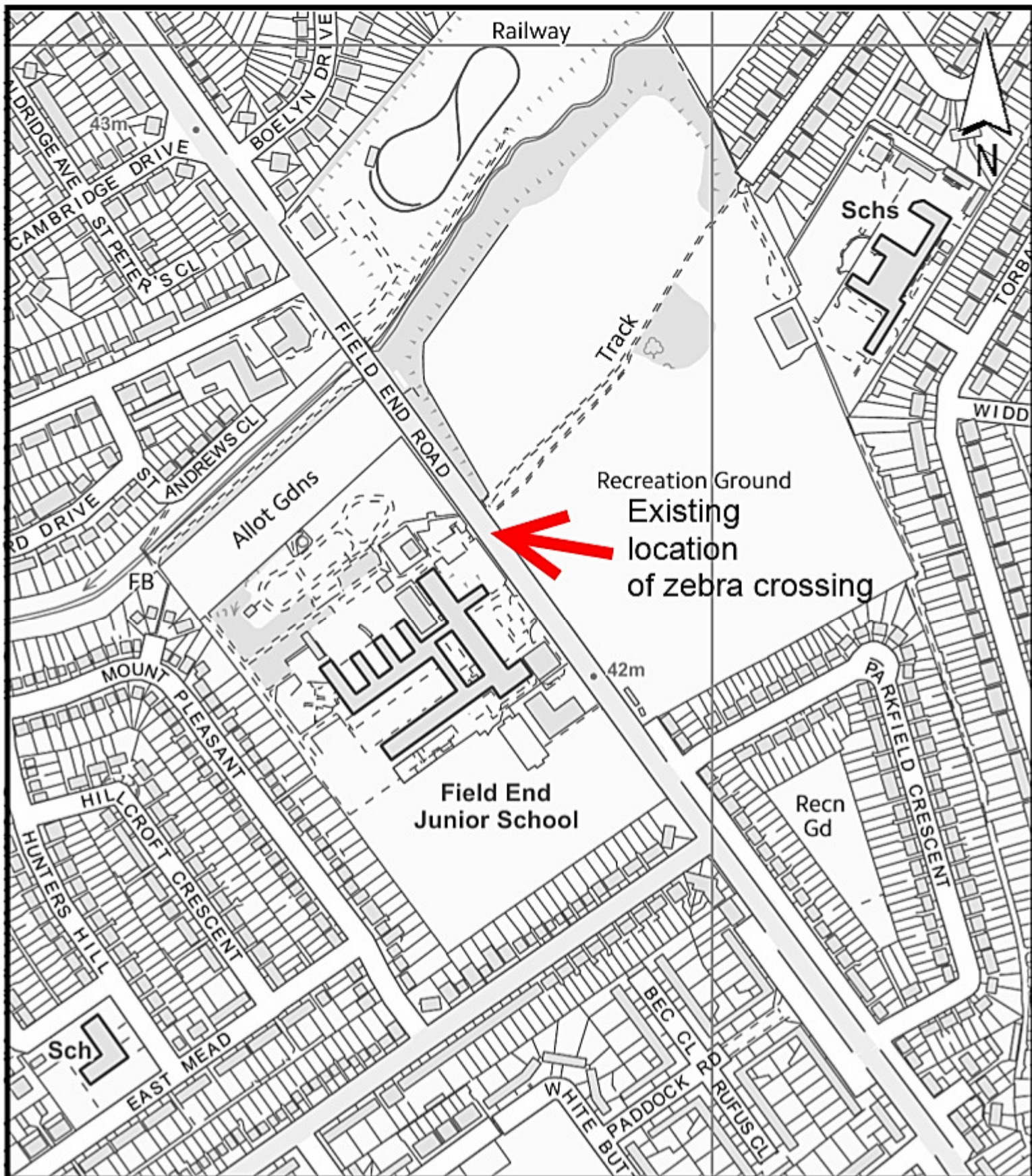
None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received



Field End Road, Eastcote - Petition requesting a pelican crossing close to Field End Infant School

Appendix A

Date September 2019

Scale 1:4,000