

# DUCKS HILL ROAD, NORTHWOOD - PETITION REQUESTING A ZEBRA CROSSING

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin, Residents Services
<b>Papers with report</b>	Appendix A

## **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition from residents requesting the installation of a zebra crossing on Ducks Hill Road, Northwood.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	Subject to the outcome of discussions with petitioners, the Cabinet Member may be minded to commission speed and traffic surveys and pedestrian counts. The current cost of speed and traffic surveys is in the region of £85 per location and can be funded from within existing revenue budgets for the Transportation service. The cost of commissioning and independent specialist company to undertake pedestrian counts is expected to be in the region of £500.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services
<b>Ward(s) affected</b>	Northwood

## **2. RECOMMENDATIONS**

**Meeting with the petitioners, the Cabinet Member for Planning, Transportation and Recycling:**

- 1. listens to their request for the installation of a zebra crossing on Ducks Hill Road, Northwood between Northgate and Jackets Lane;**
- 2. subject to the outcome of the above, considers asking officers to undertake traffic surveys and to report back to the Cabinet Member;**
- 3. subject to the above, also considers asking officers to undertake an assessment of pedestrian crossing demand at the site; and**
- 4. refers the testimony of petitioners and other findings to the separate HS2 study as may be appropriate.**

## **Reasons 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. A petition with 32 valid signatures has been submitted by residents of Ducks Hill Road, Northwood, signed under the following heading:

*"Request for the installation of a zebra crossing on Ducks Hill Road between Northgate and Jackets Lane".*

2. Duck's Hill Road (A4180) is one of the primary North to South routes in Hillingdon and links Ruislip to Northwood then beyond to Hertfordshire; it is classified as Borough Main Distributor Road and is part of the 331 bus route. A location plan is attached as Appendix A.

3. There is, at present, a pedestrian crossing near the site approximately 30 metres south of Jackets Lane, which comprises a traffic island refuge with an illuminated central beacon. This is a typical provision for a site of this kind, catering for the likely levels of pedestrians using the crossing. Forward visibility in both directions, north and south, is considered more than adequate due to the alignment of Ducks Hill Road.

4. Other types of crossing can be considered where there is sufficient pedestrian demand and the circumstances are appropriate, the latter including the layout and type of road, the availability of sufficient room on the carriageway and adjacent footways and, last but not least, the traffic volume and speed.

5. The familiar zebra crossing, covered by a Statutory Instrument laid out in Parliament, has nationally-prescribed design standards associated with it. These include statistical formulae which require the consideration of the data just described. Petitioners may also wish to note that a zebra crossing involves the introduction of two or more flashing Belisha Beacons which, experience has shown, can be perceived as a nuisance by those living nearby. In addition, the design of any new formal crossing of this kind must take account of any existing accesses onto the highway (e.g., a driveway) to avoid safety conflicts between pedestrians and drivers manoeuvring nearby.

6. Although the petitioners have not explicitly referred to traffic signals in some cases, especially where traffic speeds are higher, it may be appropriate to consider a traffic signal controlled crossing, typically the so-called puffin crossing which, like the zebra crossing, is

governed by Primary Legislation. The Cabinet Member will also be aware that, in common with the majority of the traffic signals across Greater London, any signal installations in Hillingdon are installed, owned and maintained by TfL who have their own assessment criteria associated with such schemes.

7. As with a zebra crossing, traffic signals involve a considerable amount of hardware which has to be accommodated on the highway, including of course the signals themselves but also cabinets and power supply points. The same considerations as with zebra crossings apply with regard to the proximity to any private access points.

8. The Cabinet Member will meanwhile be aware that the Council has initiated work with HS2 (the High Speed Rail Line which cuts through the Borough) to review traffic speeds on a number of roads within the local network north of the A40 Western Avenue and south of Harefield and Northwood. These roads include Harvil Road, Breakspear Road South, Breakspear Road North and Ducks Hill Road. Although neither Breakspear Road North nor Ducks Hill Road form part of the HS2 Construction Route Network, it is recognised that they are likely to carry more displaced traffic as a consequence of the construction work associated with the HS2 project which, dependent of course upon any future decisions by National Government and the detailed works programme, may continue for up to a decade.

9. One potential outcome of this separate HS2-related study may conceivably include a change to the posted speed limit. With that in mind, the testimonial of the petitioners, coupled with any other work instructed as a consequence, will be helpful in terms of informing that study.

10. In conclusion, as a result of the request for a zebra crossing raised by residents, the Cabinet Member may be minded to instruct officers to commission 24/7 Automatic Traffic Counts on Ducks Hill Road at locations agreed with petitioners and Ward Councillors and pedestrian counts. The data captured, and the testimony of petitioners, will help inform the investigations into the viability of a zebra crossing on Ducks Hill Road, Northwood.

### **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 could be funded through an allocation for the transportation and projects service. The cost of commissioning pedestrian counts is estimated to be in the region of £500 but the eventual cost will be subject to obtaining quotes from appropriate specialist companies. If works are subsequently required, suitable funding will be identified from Revenue Budgets within the Road Safety programme.

## **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 the recommendations to this report and concurs with the financial implications as set out above.

### **Legal**

It is important that decision-makers have no personal interest in the subject on which they are adjudicating, and should declare and preclude their participation in the decision R v Bow Street Metropolitan Stipendiary Magistrate, ex parte Pinochet Ungarte (No 2) [2001] 1 AC 119.

It is recommended that there is legitimate informal dialogue with those that are likely to be impacted by any changes or those with a particular interest; prior to the final decision. 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.

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.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all relevant 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, safe movement of vehicular and stationed parking, with 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 be founded that a traffic calming measures, vehicle activated signs, speed cameras and a pedestrian crossing is required, it will be necessary to consider the Highways Act 1980, the Road Traffic Regulation Act 1984, the Traffic Signs Regulations and General Directions 2016, which govern road traffic orders, traffic signs and road markings.

Members must have due regard of the Public Sector Equality Duty under section 149 of the Equality Act 2010.

### **Corporate Property and Construction**

There are no Corporate Property and Construction implications arising from the recommendations in this report.

## **6. BACKGROUND PAPERS**

Petition received.