

# HATCH LANE, HARMONDSWORTH - REQUEST FOR ZEBRA CROSSING

<b>Cabinet Member</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact</b>	Sophie Wilmot, Place Directorate
<b>Papers with report</b>	None

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received from residents of Hatch Lane, Harmondsworth - requesting the installation of a zebra crossing.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents/ the Council of: Live active and healthy lives.  This report supports our commitments to residents of: A Green and Sustainable Borough.
<b>Financial Cost</b>	The estimated cost associated with the recommendations to this report is £500 and will be managed within existing revenue budgets for the Transportation service.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee.
<b>Relevant Ward</b>	Heathrow Villages.

## RECOMMENDATIONS

**That the Cabinet Member for Property, Highways and Transport:**

- 1. meets with petitioners and listens to their request for a zebra crossing on Hatch Lane, Harmondsworth;**
- 2. notes petitioners' concerns over vehicle speeds on Hatch Lane and instructs officers to consider the undertaking of 24/7 speed and vehicle classification surveys (the Cabinet Member may be minded to ask petitioners their views on locations for these);**
- 3. asks officers to investigate the feasibility of a zebra crossing on Hatch Lane, given the constraints, most notably the lack of footway provision on one side of the road;**

4. considers instructing Officers to commission video surveys to understand the level of and desire line of pedestrians crossing Hatch Lane; and
5. based on the results of the traffic surveys and zebra crossing feasibility investigations, instructs officers to explore further investigations for improving road safety on Hatch Lane, within the scope of petitioners' testimony and report back.

### 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.

### Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

- 1) The Council has received a petition, with 26 signatures, from residents of Hatch Lane, Harmondsworth signed under the following heading:

The petition is residents' request for a zebra crossing, Hatch Lane, Harmondsworth. [*Petition to provide a zebra crossing adjacent to bus stop B on Hatch Lane. **Topic** The bus service is used by school children, and it is very dangerous to cross Hatch Lane due to the high number of vehicles travelling at speed. There is no footpath, so the only option is to cross over. A zebra crossing will ensure a safe passage to and from Harmondsworth Primary School and also provide a safer journey for residents travelling to and from the village. **Desired outcome** Council to provide a zebra crossing near Bus Stop B Hatch Lane **Specific location:** Bus stop B Hatch Lane, Harmondsworth Village, UB7 OAZ*].

- 2) The A3044 Hatch Lane is a classified road and provides key local connections southwards to the A4 Bath Road, Heathrow Airport and beyond. The Transport for London U3 (Uxbridge Station to and from Heathrow Central Bus Station) and 350 (Millington Road, Hayes to and from Heathrow Terminal 5) bus services also operate along Hatch Lane.
- 3) Hatch Lane is bounded by residential properties on one side and open farming fields on the other. There is traffic calming in the form of a 20mph zone with a series of speed tables along Hatch Lane which were installed some years ago following local concerns over vehicle speeds. A plan of the area is attached as Appendix A.
- 4) The provision of a zebra crossing is being requested due to concerns over road safety when crossing the road due to the speed of vehicles. The Cabinet Member may wish to remind the petitioners that the first port of call for anyone with concerns about traffic speeds will always be the Metropolitan Police, which is presently the only statutory organisation with the necessary powers of enforcement against speeding drivers; speeding is an

enforceable offence, which can result in prosecution and, in many cases, points on the driver's licence.

- 5) Fortunately, Hatch Lane does not have evidence of a significantly poor road traffic collision record. Officers have interrogated the Police Road Traffic Collision data for the location and have established that there have only been a handful of slight personal injury accidents, as recorded by the Police, all concentrated at junctions, within the most recent five years for which data is available. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time this road traffic collision data collated and recorded by the Police is a very important tool to help the Council prioritise interventions across the Borough.
- 6) When considering the implementation of formal pedestrian facilities such as zebra crossings, the Council is required to do so in line with national design guidance issued by the Department for Transport. Zebra crossing design is set down in Primary Legislation including a Statutory Instrument and 'The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997'. Prior to implementation, a new zebra crossing will also necessitate the publishing of a statutory notice. Key criteria which need to be considered for a zebra crossing includes but is not limited to:
  - a suitable area on both sides of the crossing to accommodate pedestrians;
  - the speed of the road (the 85<sup>th</sup>tile speed – the speed at or below which 85% of traffic is found to be travelling) should be no greater than 35mph;
  - in order to support the case for a formal pedestrian crossing, it is usual to assess pedestrian numbers, and these can be used with an industry-standard empirical formula to determine the likelihood of future use;
  - forward visibility must be adequate (clear visibility for 60 metres is required in both directions).
- 7) A high-level analysis of Hatch Lane for the purposes of this report indicates potential challenges which may inhibit the provision of a zebra crossing, namely:
  - on one side of the road there is no footway and little scope to provide one. This is important because the design and layout of any new zebra crossing clearly needs to be in accordance with design standards and not raise any critical issues at the formal road safety audit stage of any ensuing design process;
  - a technical appraisal of the proximity and viable underground route of a suitable power supply would need to be undertaken;
  - although as yet un-surveyed, the actual speed of vehicles along this road in practice will be an important factor which will need to be assessed and considered. Higher speeds sometimes render a zebra crossing impractical, and in such cases the only other formal 'controlled' pedestrian crossing would be one with traffic signals, which would bring the scheme into the Transport for London traffic signal programme for Greater London. Transport for London are responsible for the ownership, operation and maintenance of all the traffic signals throughout Greater London; they will only consider a new installation based on solid evidence and will also levy an up-front deposit to any local authority (currently £5,000) prior to investigations, although this deposit is taken against the cost of any scheme which goes forward.
- 8) The petitioners have suggested a location by Bus Stop B (across the road from Candover Close) for a potential zebra crossing; a Google Image of this location is provided in

Appendix B. Further investigation would be required by highway engineers to determine the viability and potential location of a zebra crossing along Hatch Lane.

- 9) In order to support investigations, to better understand the concerns being raised by the petitioners, and to help with any future design considerations, the Cabinet Member may be minded to instruct officers to undertake speed and vehicle classification surveys via an independent survey company. These surveys involve transverse pneumatic strips which are kept in place for a minimum of one week and which record all traffic movements, including size, type and speed of vehicle on a 24/7 basis. The Police regard this type of equipment as the most reliable and accurate available for such purposes. The Cabinet Member may be minded in this context to invite petitioners to indicate the locations where they feel such surveys would be most appropriate; survey equipment generally needs to be securely attached to tall street furniture such as lampposts or trees and preferably not where equipment could be parked on.
- 10) Because of the nature of the request for a pedestrian crossing, it may furthermore be appropriate to commission a separate video survey to establish the level of existing pedestrian traffic in the vicinity, to aid members in the most efficient prioritisation of road safety budgets.
- 11) In conclusion, therefore, it is recommended that the Cabinet Member listens to the testimony of the petitioners and their Ward Councillors and considers the possible actions set out for his consideration at the head of this report.

## **Financial Implications**

The estimated cost associated with the recommendations to this report is £500 and will be managed within existing revenue budgets for the Transportation service. Should further investigation support the installation of a zebra crossing, an appropriate funding source would need to be identified and released via the Council's Capital Release process.

## **RESIDENT BENEFIT & CONSULTATION**

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

To allow the Cabinet Member to consider the petitioners' request.

### **Consultation carried out or required**

None at this stage.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

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

### **Legal**

Legal Services confirm that there are no specific legal implications arising from this report.

## **Infrastructure/ Asset Management**

None at this stage.

## **Comments from other relevant service areas**

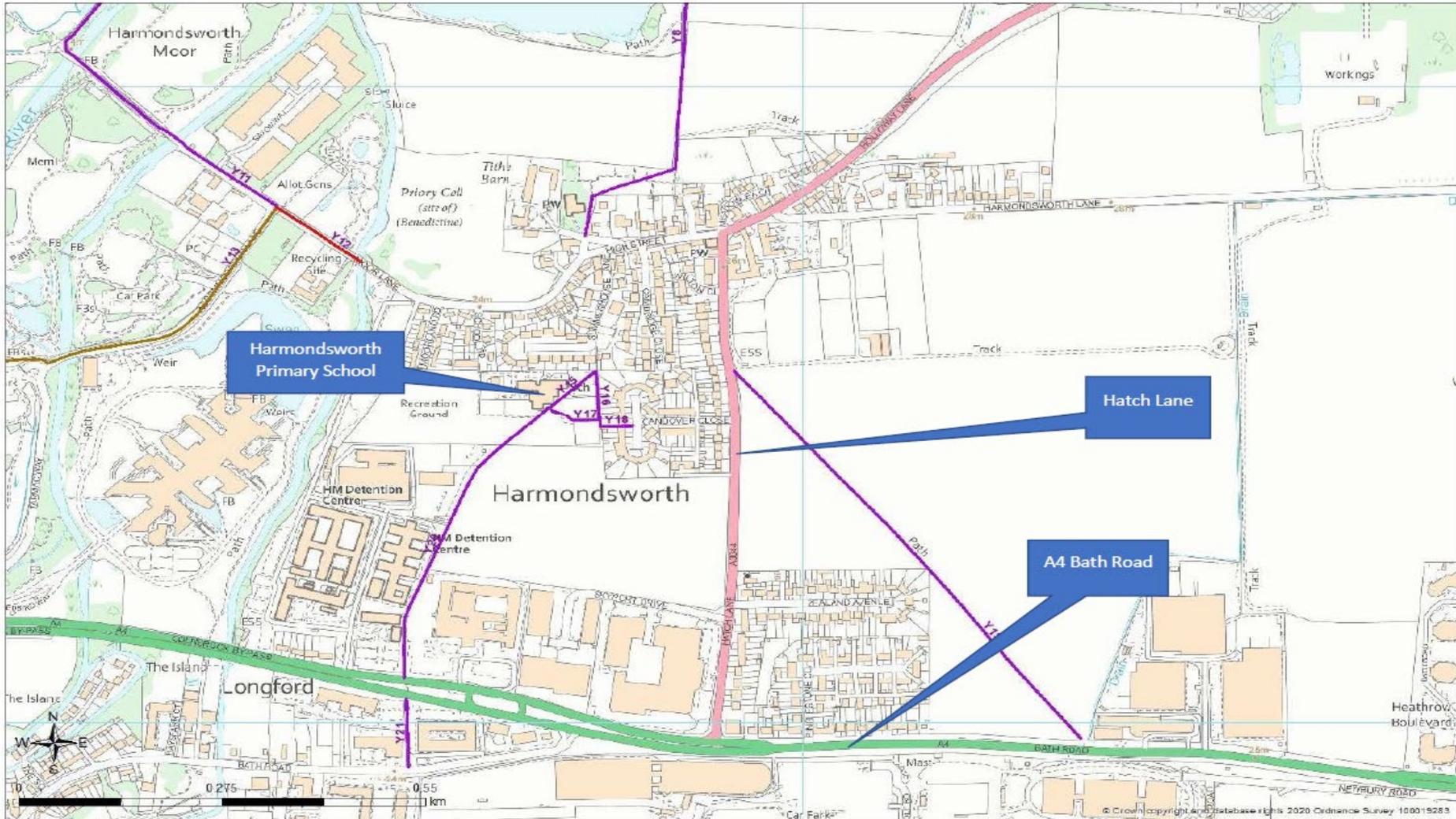
None at this stage.

## **BACKGROUND PAPERS**

Petition received.

# Appendix A - Location Plan

## Hatch Lane, Harmondsworth



Map Notes

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## Appendix B - Google Image of petitioners suggested location for zebra crossing

