

# CUCKOO HILL, PINNER – PETITION FOR PERMANENT TRAFFIC CALMING MEASURES AND VEHICLE RESTRICTIONS

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning & Transportation
<b>Officer Contact</b>	Steven Austin
<b>Papers with report</b>	Appendix A

## HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that a petition has been received from residents who live on or close to Cuckoo Hill, Pinner requesting traffic calming measures and measures that would restrict vehicles on Cuckoo Hill.
<b>Contribution to our plans and strategies</b>	The proposals form part of the Council's strategy for road safety
<b>Financial Cost</b>	There are none associated with the recommendations in this report.
<b>Relevant Policy Overview Committee</b>	Residents and Environment Services.
<b>Ward(s) affected</b>	Northwood Hills

## RECOMMENDATION

That the Cabinet Member

- 1. Meets with the petitioners and discusses in detail their concerns with speeding and unsuitable vehicles using Cuckoo Hill;**
- 2. Subject to the outcome of 1 above asks officers to investigate any feasible measures identified as part of the Council's Road Safety programme;**
- 3. Instructs officers to liaise with the Metropolitan Police including the local Safer Neighbourhood Team with a view to sharing information and practical solutions;**
- 4. Instructs officers to liaise with the Police and Transport for London with regard to the case for safety cameras in the vicinity and report back to the Cabinet Member;**
- 5. Instructs officers to explore appropriate joint initiatives with counterparts in the London Borough of Harrow.**

## INFORMATION

### Reasons for recommendation

The petitioners have identified a number of concerns that impact on road safety. The success of traffic measures which address these are largely successful if they are acceptable to local residents. These can be identified with petitioners for further detailed investigation by Officers within the Road Safety programme.

### Alternative options considered / risk management

These may rise from the Cabinet Members discussions with petitioners.

### Supporting Information

1. A petition with 46 signatures has been organised by residents who live on Cuckoo Hill, requesting permanent traffic calming measures and a restriction on certain vehicles from using Cuckoo Hill. The majority of the households who signed the petition live on Cuckoo Hill and the rest are from adjoining roads.
2. Cuckoo Hill is in the northeast of the borough. The road layout in this part of Eastcote is indicated on Appendix A. North of the bridge over the Metropolitan and Chiltern Line Railway, Cuckoo Hill lies within the London Borough of Harrow. South of the bridge the boundary with the London Borough of Harrow follows the back of the footway on the east side of the road. The road has a rural feel to it and is bounded by mature trees, green spaces, wide grass verges and the properties are predominantly set well back from the road. Cuckoo Hill is a local distributor road and also on the emergency services' response route network.
3. Additional information provided by petitioners express concerns over "*speeding motorists, unsuitable HGV and other commercial vehicles using Cuckoo Hill placing residents, cyclists, dog walkers and other motorists at severe risk*". There have been five accidents reported to the police on Cuckoo Hill in the three years to July 2010. The first was a shunt type accident near to the junction with Chamberlain Way. Three accidents occurred close to the junction with Cheney Street and High Road, Eastcote. The last, which occurred on 29th May 2010 that resulted in a fatality, has been referred to in the petition submitted by residents. They also mentioned several other unreported accidents on Cuckoo Hill.
4. A number of suggestions have been made by petitioners to address the problems. These include introducing speed calming measures, safe crossing points and an enforced prohibition on vehicles over 7.5 tonnes along the length of Cuckoo Hill. It was also suggested that average speed cameras, speed tables, rumble strips and any other types of physical measures should be considered to reduce speeding vehicles.
5. The Cabinet Member will be aware that specialist devices such as safety cameras, average speed cameras and similar equipment with an enforcement function are not managed by the council but by Transport for London and the Metropolitan Police, and each case is considered by them on its own merits, based upon a certain level of accidents.

6. It is suggested the Cabinet Member discusses in detail with petitioners their concerns with speeding traffic and endeavour to determine options that Officers could further investigate as part of the Road Safety Programme.

## **Financial Implications**

There are none associated with the recommendations in this report. The investigation of feasible measures can be carried out in-house. However, if measures were introduced in Cuckoo Hill a suitable budget would need to be identified.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to discuss in detail, residents concerns and the potential solutions that could be considered.

### **Consultation Carried Out or Required**

If the Council subsequently approves the introduction of traffic measures in Cuckoo Hill all residents will be consulted prior to the Cabinet Member arriving at a final decision on a proposed scheme.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

No comments

### **Corporate Procurement**

No comments

### **Corporate Landlord**

No comments

### **Legal**

There are no special legal implications for the proposal, which amounts to an informal consultation with petitioners, the Police and TFL. 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.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

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.

## **BACKGROUND PAPERS**

Petition received for Cuckoo Hill 12<sup>th</sup> August 2010