



Democratic Services

Location: Phase II
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My Ref: NF

**To: COUNCILLOR JOHN RILEY
CABINET MEMBER FOR PUBLIC SAFETY AND
TRANSPORT**

c.c. All Members of Executive Scrutiny Committee
c.c. Perry Scott, Residents Services
c.c. Caroline Haywood, Residents Services
c.c. Chairman of the Residents, Education and
Environmental Services Policy Overview Committee
c.c. Ward Councillors for West Ruislip / Eastcost &
East Ruislip
c.c. Conservative and Labour Group Offices
(inspection copy)

Date: 11 May 2021

Non-Key Decision request

Form D

BURY STREET, RUISLIP - OBJECTION TO PROPOSED ZEBRA CROSSING

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 19 May 2021** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Neil Fraser
Democratic Services Officer

Title of Report: BURY STREET, RUISLIP - OBJECTION TO PROPOSED ZEBRA CROSSING

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

SignedDate.....

Cabinet Member for Public Safety and Transport

BURY STREET, RUISLIP - OBJECTION TO PROPOSED ZEBRA CROSSING

Cabinet Member(s)	Cllr John Riley
Cabinet Portfolio(s)	Public Safety and Transport
Officer Contact(s)	Caroline Haywood, Transport & Projects
Papers with report	Appendices A & B

HEADLINES

Summary	To inform the Cabinet Member that an objection has been received to the proposed zebra crossing on Bury Street, Ruislip
Putting our Residents First	The request can be considered as part of the Council's annual programme of road safety initiatives
Financial Cost	£52K to be funded from High Speed II (HS2) Road Safety fund
Relevant Policy Overview Committee	Residents, Education & Environmental Services
Relevant Ward(s)	West Ruislip / Eastcote & East Ruislip

RECOMMENDATIONS

That the Cabinet Member:

1. Considers the objections received from the statutory consultation for the proposed Zebra Crossing on Bury Street, Ruislip, and;
2. Asks officers to proceed with the installation of the proposed Zebra Crossing on Bury Street, Ruislip.

Reasons for recommendations

The recommendations will aid pedestrian safety and access to local community.

Alternative options considered / risk management

The Council could decide not to proceed with the installation of the zebra crossing as advertised.

Democratic compliance / previous authority

None at this stage.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. Bury Street is a residential road within both West Ruislip and Eastcote & East Ruislip Wards. The road has a mixture of flats and houses, most of which benefit from off-street parking. It is a main route between Ruislip to Northwood with high traffic flows. There are two existing Zebra Crossings with pedestrian refuges on other parts of the road. The road forms part of the H13 bus route. A plan of the area is shown on Appendix A to this report.
2. The Council received a petition with 177 signatures requesting improved pedestrian crossing facilities and traffic calming measures to aid parents and pupils attending Bishop William Ingram Primary School. The petition was signed under the following heading *"The parents and pupils of BWI School, Ruislip have become extremely concerned following a number of incidents and near misses involving speeding cars on Bury Street. We want to improve the safety of pedestrians"*. After consideration of the petition, the Cabinet Member for Planning and Transportation asked officers to undertake a detailed site investigation which included commissioning an independent pedestrian count survey.
3. Officers observed that there are two pedestrian refuges either side of Park Avenue. The road had high traffic flows and no vehicles were seen parking in this section of the road.
4. The independent survey observed pedestrian movements between 7am - 7pm on Tuesday and Thursday week commencing 26th June 2017 at both existing pedestrian refuges. The results of the surveys showed that, more pedestrians crossed north of Park Avenue than crossed south of Park Avenue.
4. As a result of the site observations and the pedestrian data captured, a proposal was developed to upgrade the existing northern pedestrian refuge to a zebra crossing incorporating the central island. to help improve pedestrian crossing facilities in this section of Bury Street. The proposed zebra crossing is shown on the plan attached as Appendix B of this report.
5. The Cabinet Member agreed to take the proposal through the statutory 14-day consultation process, which involved the placing of advertisements in the local press and the display of public notices on site. During this period the Council received one objection.
6. The objector stated *"We feel this site is not suitable due to several restrictions. The crossroads are a black spot, and we get a crash or minor bump with cars nearly every week. with cars trying to come out of Marlborough Avenue to turn left or to go straight over. The crossing needs to be the south of the junction on the approach coming up the hill that will give pedestrians a chance of more visibility and drivers a chance of getting out of Park Avenue while cars give way to allow people to cross also a reminder the house No 123 is a fine farmhouse and a listed building. Who would want a Zebra Crossing in front of such an historic place and flashing orange beacons outside the bedroom windows? We would like to think we the residents who live here would like to keep the black spot as uncongested as possible for this and many other reasons we reject this plan and position of the planning of a zebra crossing. Please re look at the site. It makes sense to put it a little further down the road. Your survey says it gets*

used on this part more than further down the road. That's only because it's the narrowest place in Bury Street. I've lived here for well over 23 years and never heard or seen an incident involving people crossing without the need of an ugly Zebra Crossing. Having spoken to most of the neighbours and we are all in agreement."

7. The most recent Police reported personal injury accident data at this location show there has been one collision in the last 36 months ending June 2019 near the junction of Park Avenue. The injury was slight and was recorded as likely to have been caused due to illness.

8. In order to address the objector's concern over possible light incursion into the property, there are options that council can consider to mitigate this, which could include installing shields on the Belisha Beacons to reduce the light emitted into nearby properties.

9. Two of local Ward Councillors have indicated their support to the proposal during the statutory consultation.

10. After careful consideration of comments received from the statutory consultation and the views of the local Ward Councillors; it is recommended that the Cabinet Member agrees to proceed with the installation of a Zebra Crossing on Bury Street by Park Avenue.

Financial Implications

In 2019/20, High Speed 2 Limited allocated £645k funding to the London Borough of Hillingdon to make improvements in places along the line of the HS2 route for traffic calming measures, safer pedestrian crossing or safer junctions for cyclists, pedestrians and drivers. The intention is for a legacy of road and cycle safety improvement for people who live and work along the HS2 route. This funding was accepted at the July 2019 Cabinet. In June 2020, Cabinet approved the re-phasing of this funding into 2020/21 Financial Year. Of which, £34k was spent in 2020/21, the remaining £611k of unspent funding is to be requested for re-phasing into 2021/22 Financial Year at Cabinet in June 2021.

The funds, which are the subject of this report are part of a sum which HS2 Limited has allocated to the London Borough of Hillingdon, which the Council has to apply for to draw down the funding to ensure the criteria is met. HS2 Limited will fund in 3 staged payments on design, start of works and completion of works, however regarding the Bury Street Road Safety Scheme it was agreed with HS2 Limited that 50% of the funding will be received at the start of the works with the remaining 50% on completion.

The previous Leader of the Council and the then Cabinet Member for Finance, Property and Business Services approved the capital release request of £52k for the Bury Street Road Safety Scheme from the High Speed 2 Road Safety Fund on the on the 16th September 2020, with the decision coming into effect on the 23rd September 2020.

There are no direct financial implications on Council resources, this scheme will be fully funded through High Speed 2 Limited.

RESIDENT BENEFIT & CONSULTATION

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

The proposed zebra crossing will aid pedestrian's safety and access when crossing Bury Street.

Consultation carried out or required

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above, noting that the recommendations to consider the objections from the consultation and to proceed with the installation of the proposed zebra crossing at Bury Street, Ruislip, will lead to no direct financial implications, with the scheme being funded by High Speed 2 (HS2) Limited.

Legal

The Cabinet Member must ensure that there is full consideration of the representations that have been received. In exercising the power to approve the proposal for the Zebra Crossing on Bury Street, Ruislip, the Council have to consider their power to make such an order, as set out in Part I of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures that should be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

If the decision is taken to make the proposed order, Part V of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016 set out the signage requirements which must be observed.

In considering consultation responses, section 122 of the Road Traffic Regulations Act 1984 means that the Council must balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

There are a set of well-established common law rules which set out the requirements of a lawful public consultation which are known as the Gunning principles. They were endorsed by the Supreme Court in the Moseley case.

The principles can be summarised as follows:

- Consultation should occur when proposals are at a formative stage;
- Consultations should give sufficient reasons for any proposal to permit intelligent consideration;

- Consultations should allow adequate time for consideration and response;
- The product of consultation should conscientiously be taken into account by the decision maker.

There are a very significant number of judicial review cases which involve successful challenges to the lawfulness of a consultation undertaken by a public authority, so it is imperative that the Gunning principles are closely followed in this case.

Infrastructure / Asset Management

There are no property implications resulting from the recommendations set out in this report.

BACKGROUND PAPERS

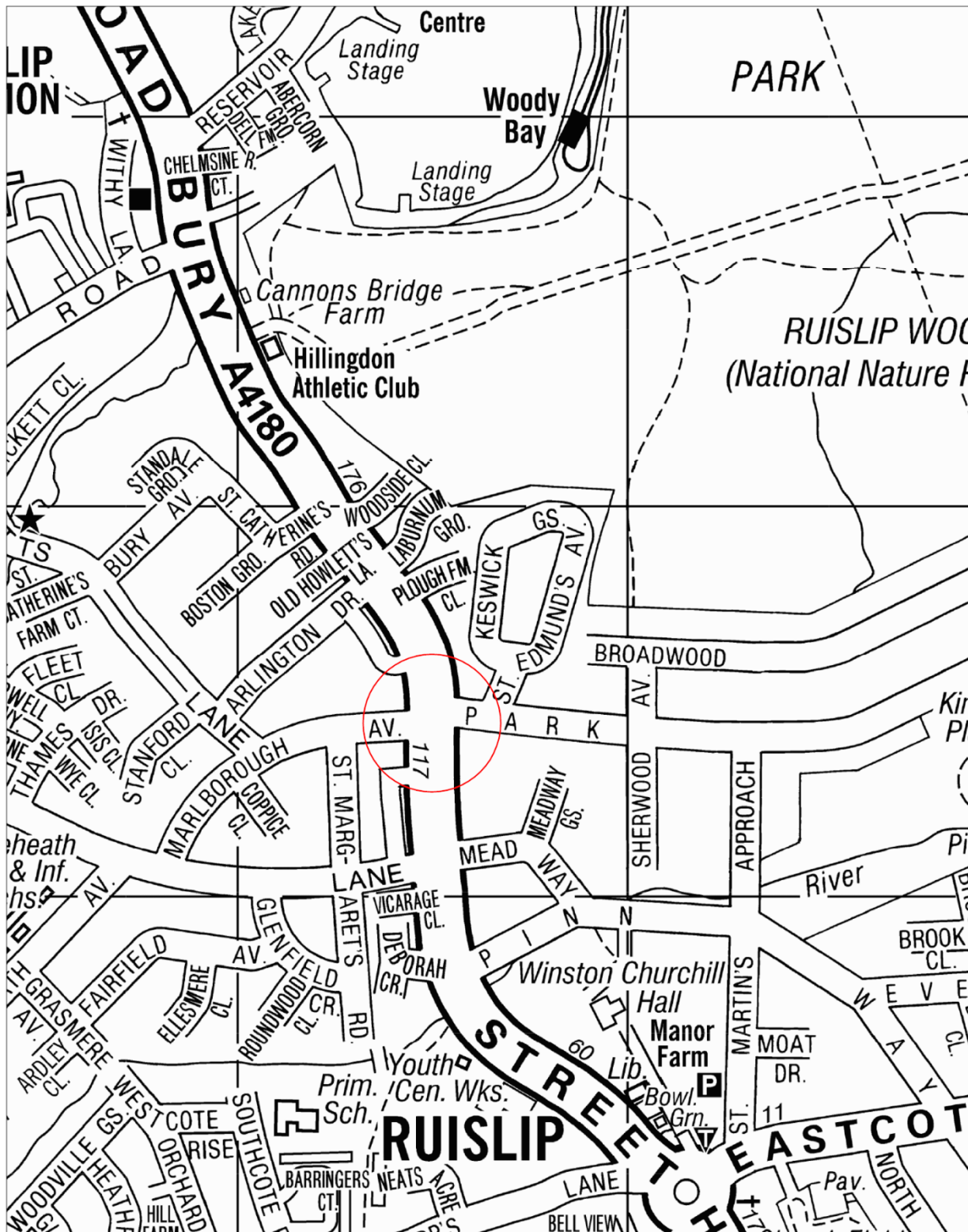
- Traffic order
- Objection email

TITLE OF ANY APPENDICES

Appendix A - area plan

Appendix B - plan of proposed zebra crossing

Appendix A - area plan



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 Bury Street

Appendix B - plan of proposed zebra crossing

APPENDIX B

