



## Democratic Services

**Location:** Phase II

**Ext:** 0185

**DDI:** 01895 250185

**CMD No:** 1022

**To:** COUNCILLOR JONATHAN BIANCO  
CABINET MEMBER FOR PROPERTY, HIGHWAYS  
AND TRANSPORT

c.c. All Members of the Property, Highways and Transport Select Committee

c.c. Sophie Wilmot – Place Directorate

c.c. Colham & Cowley Ward Councillors

**Date:** 31 January 2024

## Non-Key Decision request

## Form D

### OBJECTIONS TO PROPOSED ZEBRA AND TIGER CROSSING ON PIELD HEATH ROAD, HILLINGDON

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 Thursday 8 February 2024** 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.

Liz Penny  
Democratic Services Officer

**Title of Report:** Objections to Proposed Zebra and Tiger Crossing on Pield Heath Road, Hillingdon

**Decision made:**

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

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

Signed ..... Date .....

*Cabinet Member for Property, Highways and Transport*

# OBJECTIONS TO PROPOSED ZEBRA AND TIGER CROSSING ON PIELD HEATH ROAD, HILLINGDON

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact(s)</b>	Sophie Wilmot – Place Directorate
<b>Papers with report</b>	Appendix A – Plan of proposed scheme Appendix B – Summary of Objections

## HEADLINES

<b>Summary</b>	This report details the outcome of the formal consultation undertaken with residents on the proposed introduction of a zebra and parallel tiger crossing on Pield Heath Road, Hillingdon. The report details the objections received and sets out recommendations for the Cabinet Member to consider.
<b>Putting our Residents First</b>	This report supports our ambition for residents / the Council of: Be / feel safe from harm
<b>Delivering on the Council Strategy 2022-2026</b>	This report supports our commitments to residents of: A Green and Sustainable Borough
<b>Financial Cost</b>	The total cost of the recommendations set out in the report is £50,000. This can be funded from the monies awarded to the Council from Transport for London to implement improvements to Borough cycle infrastructure.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward(s)</b>	Colham and Cowley

## RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

- 1) **Considers the six objections to the proposed zebra and tiger crossing, as detailed within the body of the report.**

- 2) In consideration of the benefit to the road safety and the future cycle provision to come forward instructs officers to proceed with the implementation of the scheme as set out but with additional consideration of drainage works; and,
- 3) Instructs officers to review the other issues highlighted by local residents, as discussed in this report, and report back.

## Reasons for recommendations

The recommendations set out in this report allow for the scheme to be progressed to benefit road safety and to support improvement to cycle infrastructure across the Borough.

## Alternative options considered / risk management

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

### Introduction

1. As part of the ongoing long-term strategy for cycling in Hillingdon, officers are working with Brunel University to implement an off-road cycle route between West Drayton Station and Brunel University. In order to support this route, a zebra and parallel tiger crossing have been proposed on Pield Heath Road which will connect the existing Celandine Route to a new route to be implemented by Brunel University.

2. The route from West Drayton to Brunel University has been identified in the Council's upcoming Cycle Strategy and has support from the Leader of the Council for delivery in the next 1 to 2 years. It will be one of the initial cycle routes brought forward as part of the wider 10-year plan to improve conditions for sustainable transport in Hillingdon.

### Formal consultation

3. Formal consultation was undertaken, and the Council received six objections from local residents to the proposed zebra and tiger crossing on Pield Heath Road, Hillingdon.

4. The proposed crossing is to be located on Pield Heath Road, adjacent to the Robbie Bell bridge. A plan of the proposals is provided in Appendix A.

5. A detailed summary of the objections received is provided in Appendix B. An analysis of the objections received shows that there are a number of common concerns which have been raised; these have been considered by officers, who have provided responses as set out in the table below.

Concern Raised	Officer Response
Business case for the crossing	This forms an essential part of a cycle link between West Drayton and Brunel University which is part of the Council's long-term strategy for improving cycle opportunities in the Borough. Whilst existing pedestrian and cycle demand is understandably fairly low, it is clear that numbers are projected to increase significantly once the new privately funded cycle route through the Brunel campus is in place. Ultimately this is projected to become a key node on the new routes linking West Drayton and Uxbridge.
Is this the best use of taxpayers funding	No Council Capital will be used on the crossing; all works will be fully funded by a grant from Transport for London for the implementation of the crossing to support the cycle link. The remainder of the cycle route which this facility will benefit is almost entirely funded by private capital via the university.
There are flooding / drainage issues on this stretch of road	These have already been recognised during the design scoping and will be considered and improvements made where possible in regard to the drainage around the crossing.
There is a need for a crossing up by the St Laurence Church	This would need to be considered as a separate request based on highway design regulations. The Cabinet Member may be minded to instruct officers to investigate this further and report back.
Improvements would be needed to the Celandine route	Areas of the route will be improved, in particular where sections are too narrow for both pedestrian and cycle use. Potential for upgrades to be funded by Transport for London.
The route needs to be lit and secure	Due to wildlife and nature in the area, it is not proposed to light the route and furthermore the current Celandine Route is not currently lit. Brunel are proposing securing their section of the route at night. Therefore, the route would be promoted for use from dawn to dusk.
The speed humps are too low since the resurfacing.	This comment regarding existing infrastructure rather than the new proposal has been passed to the Council's Highways team to review the height of the tables.

## Recommendation

6. Given the aspirations of Hillingdon to improve cycling for all and the on-going work with Brunel University to create an off road cycle route between West Drayton and the University, it is recommended that the Cabinet Member for Property, Highways and Transport approves the installation of the crossing, subject to review and implementation of measures to improve the drainage around the crossing. The Cabinet Member may also be minded to ask officers to review the possibility of road safety improvements by St Laurence Church as raised by local residents.

## Financial Implications

The total cost of the recommendations to implement the crossing on Pield Heath Road is £150,000, also known as the Cycle Network Development - Brunel Cycleway scheme.

There are no direct financial implications to Council resources. This scheme will be fully funded from the Transport for London Local Implementation Plan 2022/23 grant allocation of £150k for the Brunel Cycleway project, which has been released via the Council's capital release programme, approved in June 2023.

## RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member an opportunity to consider in detail issues raised by residents.

### Consultation carried out or required

No further consultation at this stage.

## CORPORATE CONSIDERATIONS

### Corporate Finance

Corporate Finance concurs with the financial implications above, noting that the funds required to complete the works have previously been released in June 2023.

### Legal

The Council's power to make orders such as that proposed in this report are set out in Part I and III of the Road Traffic Regulation Act 1984.

The Council should follow the requirement of section 23 (2) of the Road Traffic Regulation Act 1984 to consult the chief officer of police about any proposal to establish, alter or remove a crossing and to give public notice of the proposal.

The consultation and order making statutory procedures to be followed in this matter are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489). This requires the Council to consider all objections made (Regulation 13).

Pursuant to section 122 of the Road Traffic Regulation Act 1984, in considering the consultation responses, 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.

In considering the consultation responses, the Council must ensure that there is a full consideration of all representations including those which do not accord with the officer's recommendation. The Council must be satisfied that responses from the public were conscientiously taken into account. The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

Whenever necessary legal advice is given in relation to specific issues as they arise to ensure that the Council always meets its legal obligations.

### **Infrastructure / Asset Management**

None at this stage.

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

None at this stage.

## **BACKGROUND PAPERS**

NIL.

## APPENDIX A - PLAN OF THE PROPOSAL

Sign Schedule (Sheet 1)						
Sign Ref No.	Traffic Sign	TSRGD Ref	Quantity	Sign Details	Post(s) & Foundation	Comments
EX01		528	1	Existing Sign	N/A	Sign to be retained, see comment
EX02-1		Street name plate	1	Existing Sign	N/A	Relocate existing sign ref.no. EX02-1, EX02-2, EX02-3 with post to the back of footway as shown
EX02-2		Directional sign	1	Existing Sign	N/A	Relocate existing sign ref.no. EX02-1, EX02-2, EX02-3 with post to the back of footway as shown
EX02-3		Directional sign	1	Existing Sign	As above	Relocate existing sign ref.no. EX02-1, EX02-2, EX02-3 with post to the back of footway as shown

NS01		956	1	New Sign	Ensign Bollard or similar	Sign to be mounted back to back on bollard at location as indicated.
NS02		951	1	New Sign	Ensign Bollard or similar	Sign to be mounted back to back on bollard at location as indicated.
NS03		956	1	New Sign	Mounted on existing post	Sign to be mounted back to back onto existing sign post as indicated.
NS04		951	1	New Sign	Mounted on existing post	Sign to be mounted back to back onto existing sign post as indicated.
NS05		Street name plate	1	New Sign	Post: 76mm Ø post x 2 Foundation: W600mm, L600mm, D600mm	Contractor to provide new replacement sign and mount onto 2 x new post. See comments

### KEY

-  Existing footway
-  New shared path: Excavate to a maximum depth of 180mm
-  New Construction: 100mm Type 1 Sub-base  
50mm AC32 Dense Base 40/60  
20mm AC6 Dense Base 100/150
-  Corduroy paving
-  Tactile Paving
-  Concrete edging
-  Dropped Kerb locations
-  Proposed ducting
-  Existing sign and post
-  Proposed sign and post
-  Belisha Beacon S14.2.27 (Dia 4007)
-  Existing kerb-inlet Gully

 High Friction surfacing (HFS) in black or Grey



### NOTES

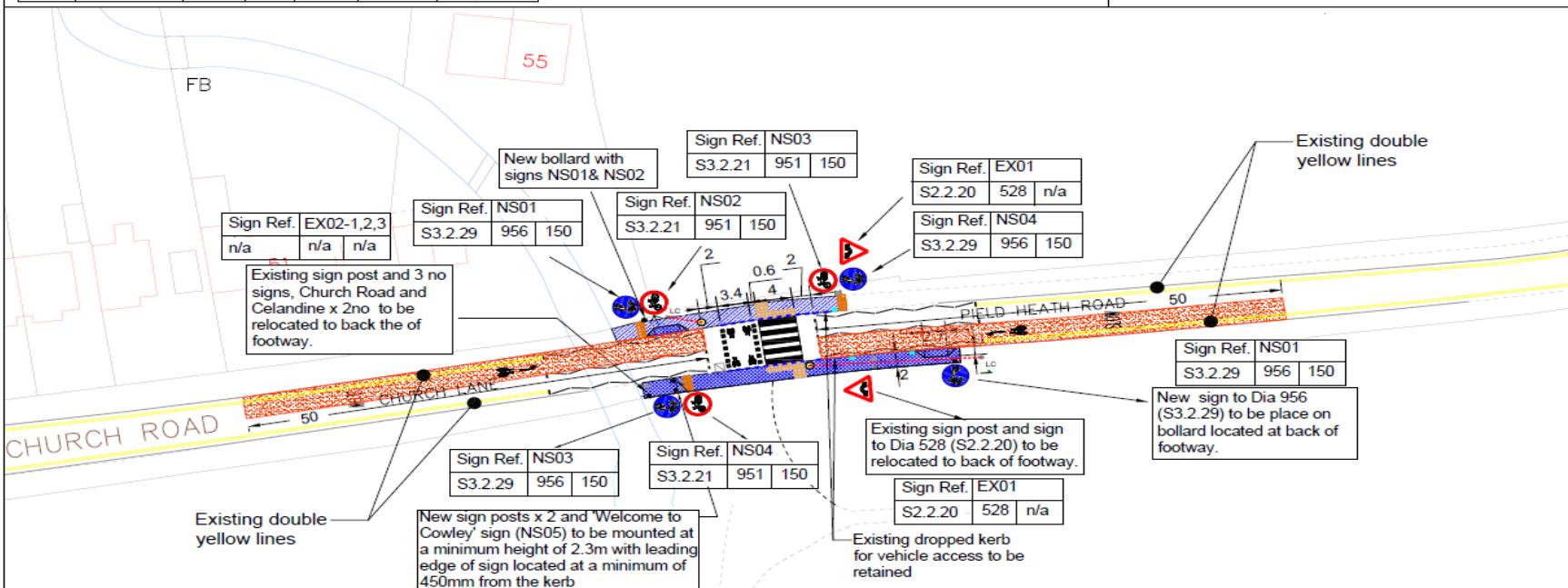
- All signs and road marking locations shown are approximate and must be agreed with the site supervisor prior to installation.
- All utilities must be located and marked prior to any excavations
- All signs and markings are to be in accordance with the Traffic Regulations and General directions (TSRGD) 2016
- Existing continuous double yellow line to be removed within the extents of the parallel crossing shown.
- All new lining should tie into existing
- All dimensions are meters unless otherwise stated.
- Do not scale from this drawing

Revision  
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HILLINGDON  
ENVIRONMENT PROJECTS  
ENVIRONMENT AND CONSUMER PROTECTION GROUP  
DRAWING 4K/08 HIGH STREET, LONDON, UB8 2JW  
14 NO. 01885 2001 Fix. No. 01885 250879

Project  
Field Heath Road  
Description  
Parallel Crossing  
Detailed Design

Scale 2:1  
Designed SC Drawn SC Date 11/10/2023  
Project No. E/1298621 Drawing No. 001 Rev. P/PV



## APPENDIX B - DETAILED SUMMARY OF OBJECTIONS RECEIVED

- **Business Case:** Could the Council provide details of the business case to support the proposal that outlines the anticipated benefits, safety improvements, and any potential impact on traffic flow? As a taxpayer I am interested in understanding the rationale behind this project and whether it represents a sound use of taxpayer funds. Transparency in this matter would greatly help residents like myself better comprehend the value and necessity of the proposed crossings.
- **Infrastructure Prioritisation - Addressing Drainage Issues:** Can the Council confirm whether there are plans in place to rectify the drainage issues on the proposed cycle path? As the proposed stretch of new cycle path regularly faces drainage issues in bad weather, before proceeding with the installation of any crossing it would be prudent to address these drainage concerns to ensure the longevity and effectiveness of the infrastructure.
- **Alternative Crossing Location Consideration:** Assuming there is a business case for a crossing, the road opposite the church, leading to the bus stop, has consistently been a challenging spot for pedestrians in the 10+ years I've lived here. Installing a crossing in that area could be a much more beneficial location of a crossing for local residents. Has this been considered?
- With respect to the recent proposal, I would question what alternatives have been considered and whether there is a better use of the scarce funds which will be invested in this proposed scheme?
- Church Road is in dire need of a pedestrian crossing; however, I think it would be better placed after the mini roundabout in front of St Laurence's Church. I often see pedestrians who are walking west along Church Road and who want to continue their journey on either Peachey Lane or St Peter's Road (left at the mini roundabout), or to get to the Uxbridge bound bus stop, really struggle with crossing Church Road particularly at busy times. This includes school children who are heading to St Laurence's Primary School, if heading west, or to Bishopshalt, or Meadow High School if heading east.
- I have not seen the full route advertised; however, if it is to utilise the path that runs alongside the River Pinn then I would suggest the route needs to be significantly upgraded with lighting installed. I run on this route regularly and for most of the Winter it is a mud bath and not suitable for cycling.
- The path also attracts undesirable elements of society particularly after dark but also during daylight (reference the murder of a teenager on the path a couple of Christmas's ago) and would need lighting and additional security measures installed which would come at a significant cost.
- Has the potential cost of making these upgrades been assessed against the expected user numbers? I cannot see there being material demand for such an off-road cycle route, and as a local road user could think of many other higher priority projects including the pedestrian crossing further down Church Road mentioned above.
- With respect to the stretch of Pield Heath Road where the zebra and tiger crossings are proposed, there is an issue with the drainage as this stretch of road always has significant standing surface rainwater at times of heavy rain, despite being only a couple of hundred metres from the River Pinn. There is speculation by local residents that the drains were

damaged when traffic calming measures were installed, and they have never been properly reinstated. The drainage should be addressed as part of any scheme.

- As a very local resident - within metres of the proposed crossing, I have a good view of the area and the number of pedestrians and cyclists crossing the road at that location is very, very, low and any benefits of the crossing would be minimal. And putting a short cycle way on the footpath will encourage further illegal cycling along Church Road and Pield Heath Road - a nuisance that needs curtailing. The proposed crossing will be a waste of taxpayers' money.
- If there are funds to be spent locally, I can suggest four items which would have a better return rather than waste money on something that is not needed.
  1. **Installing a crossing close to the junction of Church Road and Cowley Peacheay - by St Laurence Church.** In the mornings and afternoons that is extremely busy and dangerous for parents and young children attempting to cross. This has been raised several times in the past 25 years by local residents and School Governors with no action being taken.
  2. **Fully re-instating the speed table on Church Road by The Meads** - it was installed after a petition was submitted by residents. Then, when the road was resurfaced it was smoothed out and provides minimal traffic calming. The issue was raised at the time and ignored.
  3. **Resolve the surface water drainage issues on the stretch of Pield Heath Road between the Pinn bridge and Garden Centre entrance** - again this has been raised numerous times with the Council and nothing done to resolve the flooding that occurs and removing the hazard to pedestrians.
  4. **Repair the failed street lamp on Church Road** that has been out of action for months and is also now listing at 15 degrees.
- There is no mention in the proposal what the "offroad cycle route" would be from the north point of the proposed crossing. The footpath along the north side of the road does not have a cycle path and is not wide enough to be suitable for either a segregated, or shared cycle path. Having a cycle crossing would encourage more people to illegally cycle on the pedestrian footpath. Illegal cycling on the pedestrian footpath is already bad enough (along with illegal electric scooters). I, and other elderly residents, already find it hazardous enough without the Council making the problem worse. The proposal is short-sighted and does not take into account the safety of elderly and disabled pedestrians using the footpath.
- There is no footpath along the south side of Pield Heath Road and Church Road between Pield Heath House School and St Laurence Church, so the only point it would be serving on the south side is the dirt path along the river Pinn. Which, from having lived in the area for over sixty years, I know is not used enough to justify a crossing.
- The stretch of road is regularly flooded.
- It would be a waste of public money considering the low usage, the issues it would cause and the lack of any planning for cycles from the north point of the crossing. Particularly when, as it has been reported, the Council has a "twenty-seven and a half million-pound black hole". It is ridiculous that council tax is being increased just to be wasted on things like this.
- I am writing to you to object against zebra crossing and tiger crossing on Pield Heath Road. I don't see any reason of it at that particular place. Not many people crossing the road at that place and even so, they are clearly visible to vehicles. I am proposing to make zebra

*crossing near St Laurence Church instead as crossing the road is very dangerous in that area.*

- *There is almost no pedestrian or cycle traffic crossing the road at that point and a new crossing would be totally under-utilised and thus a waste of financial resources and I will object to the proposal. Should the Council wish to install a crossing in the area, adjacent to Cowley St Laurence Church would be more appropriate where it would benefit children and their parents on their way to and from school. Alternatively, the Council may wish to resolve the long-standing problem of flooding on Pield Heath which presents a soaking hazard to pedestrians.*