



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning, Transportation and Recycling

Date: WEDNESDAY, 21
NOVEMBER 2018

Time: 7.00 PM

Venue: COMMITTEE ROOM 3 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
You can view the agenda
at www.hillingdon.gov.uk or
use a smart phone camera
and scan the code below:



Cabinet Member hearing the petition(s):

Councillor Keith Burrows, Cabinet Member
for Planning, Transportation and Recycling
(Chairman)

How the hearing works:

The petition organiser (or his/her nominee)
can address the Cabinet Member for a
short time and in turn the Cabinet Member
may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

Published: Tuesday, 13 November 2018

Contact: Neil Fraser

Tel: 01895 250692

Email: petitions@hillington.gov.uk

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for petitioners attending

Travel and parking

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services. Please enter from the Council's main reception where you will be directed to the Committee Room.

Accessibility

For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use in the various meeting rooms.

Attending, reporting and filming of meetings

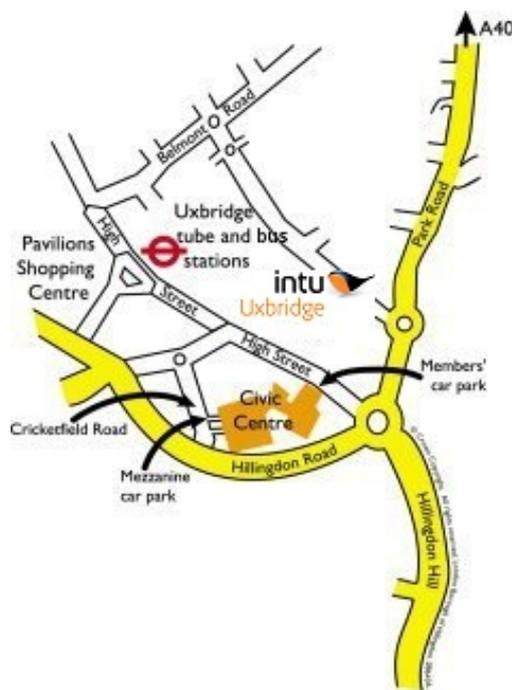
For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode.

Please note that the Council may also record or film this meeting and publish this online.

Emergency procedures

If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble on the Civic Centre forecourt. Lifts must not be used unless instructed by a Fire Marshal or Security Officer.

In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



Agenda

CHAIRMAN'S ANNOUNCEMENTS

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 Declarations of Interest in matters coming before this meeting
- 2 To confirm that the business of the meeting will take place in public.
- 3 To consider the report of the officers on the following petitions received.

Please note that individual petitions may overrun their time slots. Although individual petitions may start later than advertised, they will not start any earlier than the advertised time.

	Start Time	Title of Report	Ward	Page
4	7:00 PM	Request For Traffic Calming On West End Lane & Field Close Harlington	Heathrow Villages	1 - 6
5	7:00 PM	Reduce Speeding On Queens Walk, South Ruislip	Cavendish & South Ruislip	7 - 16
6	7:30 PM	Request For Pelican Crossing In Roker Park Avenue, Ickenham	Ickenham	17 - 22

This page is intentionally left blank

WEST END LANE AND FIELD CLOSE, HARLINGTON - PETITION REQUESTING TRAFFIC CALMING MEASURES

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

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures for West End Lane and Field Close, Harlington.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission speed and traffic surveys. The current cost of these is in the region of £80 to £85 and can be funded from existing budgets within the Transportation Service.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Heathrow Villages.

2. RECOMMENDATIONS

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

1. Listens to their request for traffic calming measures in West End Lane and Field Close, Harlington; and
2. Subject to the outcome of the above, asks officers to undertake traffic surveys, at locations agreed by the petitioners and then report back to the Cabinet member.

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 a total of 39 signatures has been received by the Council, signed by residents who either live on West End Lane, Harlington or in roads close by.

2. In an accompanying statement the petitioners helpfully provide the following information: *"We are all suffering from the daily blight of speeding cars and motorcycles and have been for a long time now; there are both regular offenders that do it day in and day out (even despite being cautioned by the Heathrow Safer Neighbourhoods policing team), and also customers from the Pheasant Public House who think its great fun to turn up and race their cars up and down the street, from the junction of New Road to Field Close at the end of West End Lane.*

Cars mount the footpaths and swerve in and out of legally parked cars in residents bays at very high speeds and its causing increasing concern and distress to us all. Almost every other house on this stretch of the road is a family residence with young children both crossing the road and using the footpaths.

Everyone we have approached has agreed that its time to do something, we've spoken to PC Eagles as you know, but his hands are tied unless he catches an actual offence being committed.

West End Lane IS a terrible accident waiting to happen, please do not allow this to happen"

3. West End Lane, Field Close and surrounding area is predominantly residential. On West End Lane there are some light industrial units and the popular Pheasant Inn Public House. The local roads benefit from a Parking Management Scheme and on West End Lane between the junction of High Street and The Crescent the parking places are mostly marked partly on the footway due to the narrowness of the carriageway. A location plan of the area is attached as Appendix A.

4. Analysis of the police recorded collision data for the last 36 months to 31st December 2017 (which is the latest data available), revealed there has been one incident on West End Lane close to the junction of New Road in May 2017. As the Cabinet Member is aware this only covers the police recorded incidents and does not include collisions where details are exchanged between the parties involved and the emergency services do not become involved.

5. It is clear from the petition that residents are concerned with road safety on their road, so it is therefore recommended that the Cabinet Member meets with petitioners and listens to their concerns directly. Subject to the outcome of these discussions, the Cabinet Member could agree to commission independent speed and traffic surveys in West End Lane at locations to be agreed with the petitioners, in order to help inform any possible solutions.

6. The Cabinet Member will note that the petitioner made reference to input from the Heathrow SNT and he may wish to encourage the officers within that team to discuss their findings with the Council and their colleagues within the Metropolitan Police Traffic Team.

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. If works are subsequently required, suitable funding will need to be identified 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.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in West End Lane and Field Close, which amounts to an informal consultation. 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 or statutory consultation.

In considering the residents' 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.

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

Corporate Property and Construction

There are no corporate property and construction implications arising from the recommendations in this report.

6. BACKGROUND PAPERS

Petition received .



West End Lane and Field Close, Harlington

Appendix A

Date October 2018

Scale 1:4,000

This page is intentionally left blank

Agenda Item 5

QUEENS WALK, SOUTH RUISLIP - PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Sophie Wilmot Residents Services
Papers with report	Appendices A & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from residents requesting traffic calming measures along Queens Walk, South Ruislip.
Contribution to our plans and strategies	The request can be considered as part of the Council's annual programme of road safety initiatives.
Financial Cost	Subject to the outcome of discussions with petitioners the Cabinet Member may be minded to commission further speed and traffic surveys. The current cost of these is in the region of £85, per location and can be funded from within existing revenue budgets for the Transportation service.
Relevant Policy Overview Committee	Residents', Education and Environmental Services.
Ward(s) affected	Cavendish & South Ruislip.

2. RECOMMENDATIONS

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

1. Listens to their request for traffic calming measures in Queens Walk, South Ruislip;
2. Notes the outcome of traffic surveys which have already been undertaken, details of which are set out in the body of this report;
3. Notes the potential traffic calming scheme for the section of Queens Walk between Victoria Road and Long Drive, as shown in Appendix B, which has already been the subject of a separate consultation; and

4. Subject to the outcome of the above, considers asking officers to undertake further traffic surveys, at locations agreed by the petitioners, and to then report back to the Cabinet Member.

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 has been received by the Council with 25 signatures from residents of Queens Walk, Ruislip, requesting consideration of reducing the speed of vehicles along Queens Walk, South Ruislip.

2. The petition to the Council was entitled as follows: *'A petition to Hillingdon Council to review and take action to reduce speeding up and down Queens Walk, South Ruislip, specifically from the junction with Torcross Road and along down to the Methodist's Church / Down Barns Road.'*

3. In addition, the petition outlines the following points:

- There are three schools either in or adjacent to Queens Walk resulting in significant amount of pedestrian movements on Queens Walk;
- Parking is permitted on both sides of Queens Walk, resulting in an inadequate gap for two cars to readily pass either other and this is impossible if one car is speeding;
- The 'fast' section is between just pass Torcross Road junction along and down Queens Walk to approximately the Methodist Church/Down Barns Road.

4. The petition states that *'the residents believe there is a case for speed control to be effected by two relatively simple actions: 1. Add speed bumps at strategic points along Queens Walk and 2. Add affixed road signage and road sprayed signage to make Queens Walk a 20mph zone'*.

5. Queens Walk, indicated on the plan at Appendix A, is a long road in South Ruislip running from Victoria Road in the south to Whitby Road in the north, some 0.8 miles long. There are a large number of roads leading off and intersecting it. The majority of the Queens Walk and nearby roads are residential in nature. The entire length of Queens Walk currently operates under a 30mph speed limit, as denoted by the presence of street lighting and no other signage, in accordance with National design standards for the signing of speed limits. There is also on-street parking (both formal and informal) along the entire length.

6. The Cabinet Member will be aware that in common with most local authorities, the Council no longer installs the older type of 'round topped' speed hump, but has successfully introduced schemes with flat-topped speed tables, subject to the necessary consultation and support from the local community.

Current proposals within a section of Queens Walk

7. The Council was separately approached by Queensmead High School, located on Queens Walk, with regard to road safety between Victoria Road and Long Drive. This section of Queens Walk provides access to Queensmead High School; Deansfield Primary School and the Queens Walk Day Centre.

8. Based on the concerns raised and the schools in the area, officers reviewed this section of road and undertook detailed design of a potential traffic calming scheme. The proposals include a series of raised tables and provision of a zebra crossing close to the junction with Jubilee Drive. Details of this proposal are shown on the attached plan at Appendix B.

9. The proposals have recently been subject to the statutory 21-day consultation period which involved the placing of advertisements in the local press, the display of public notices on site and a formal letter drop to all effected households.

10. During this consultation period an objection to the scheme was received by the Council and an objection report recommending that the scheme be progressed was approved on 19 October. The Cabinet Member will be aware of the need for such objections to be properly and transparently considered in order to avoid accusations that it has not followed proper procedure. If the outcome of this separate process is concluded by the time that the petition is heard, the Cabinet Member will be briefed accordingly.

Results of traffic surveys

11. Due to the proposed traffic calming on one section of Queens Walk, it was agreed with the Cabinet Member that a set of vehicle classification and speed data surveys should be commissioned. The Cabinet Member will be aware that these traffic surveys are commissioned through a specialist third-party company and so the Council has no influence over them, and the results are consequently entirely independent and impartial.

12. The surveys in Queen's Walk were undertaken on a '24/7' basis over the course of a week during May 2018. This extended survey period, using discrete survey tubes laid transversely across the carriageway surface, provides the best possible indication of traffic at all times of day and night, and generates detail not only on the speeds of every vehicle but also the type and category of those vehicles.

13. The proposed locations were discussed with the Lead Petitioner. The locations are listed below:

- South of Mount Pleasant;
- South of Melthron Drive;
- North of The Fairway; and
- South of Down Barns Road.

14. The survey results have been received and analysed by the Council. Due to the petition highlighting a concern about speeding, the focus has been on the speeds recorded in the survey, and an 85th percentile speed has been calculated.

15. The results for each survey site are summarised in, Table 1.

Survey Location	85 th tile speed per direction (mph)	
	Northbound	Southbound
South of Mount Pleasant	29	29
South of Melthorne Drive	30	29
North of The Fairway	30	25
South of Down Barns Road	29	30

Table 1: 85percentile survey results for Queens Walk, Ruislip

16. The summary of the results show that the average 85thtile speed is at or just below the 30mph which is the current speed limit for the road. The Cabinet Member will be aware that the so-called 85th percentile speed is the speed at or below which 85% of traffic is travelling, and is the standard robust statistical tool used by traffic and road safety professionals when analysing speed trends.

17. There were some potential concerns raised from the results generated between Melthorne Drive and The Fairway. In this location, a number of vehicles were recorded as travelling at speeds in excess of 30mph. However, this appeared to be isolated to a couple of days during the survey periods, mainly the Sunday and Monday. On all other days, very few vehicles were recorded as travelling over 30mph.

18. As the Cabinet Member will be aware, details of any regular spot-patterns of speeding at certain times of the day or week are usually shared with colleagues in the Police so that they can consider the case for some targeted on-street enforcement.

Accident Data Analysis

19. The personal injury accidents recorded in the official police accident database were reviewed for the entire length of Queens Walk and only four slight accidents were recorded for five year period up to June 2017. The Cabinet Member will be aware that standard industry practice is to consider only the most recent 36 months' data, but in this case officers have undertaken a wider assessment. The road traffic collision which instigated the petition for traffic calming on Queens Walk was an isolated incident which occurred on 9 April 2018.

20. The full police report details are confidential and therefore the following comments paraphrase the contents of the police officer's report. In essence it would appear that the driver of a vehicle heading southwards along Queen's Walk either fell asleep at the wheel or lost concentration, and, as a consequence of this, collided with the driveway walls adjacent to Nos. 122 and 124 Queen's Walk. In the process, the vehicle rotated as it stopped outside No. 124, and debris from the wall landed against a second vehicle. The occupants of the first vehicle were trapped inside at the time.

21. The Cabinet Member may agree that engineering measures may have had little bearing on what appears to have taken place in this incident. It should also be noted that 122 - 124 Queens Walk lies outside the section of Queens Walk which recorded the higher speeds of concern.

22. Based on the results above, it is felt that the police accident records do not in isolation indicate a particular justification for road safety engineering interventions within Queens Walk. However, the Cabinet Member will wish to hear the testimony of the lead petitioner including any detailed evidence they may wish to present to him.

Proposals under consideration

23. Following a review of the traffic survey data and the accident data, it was felt that at this stage traffic calming measures on Queens Walk between Long Drive and Whitney Road were not justifiable. However, the isolated speeding did cause concern and, as noted above, it was decided that this should be reported to the Police for the consideration of potential enforcement of this issue.

24. Council Officers have consequently been in liaison with the Metropolitan Police and have been working with them to identify key times and days of the week where enforcement would be most appropriate. The Police have agreed to patrol the area periodically.

Further response from Petitioner

25. The outcome of the initial survey was shared with the Lead Petitioner, who responded with a request that the petition is formally heard by the Cabinet Member for Planning, Transportation and Recycling. They feel that the proposals so far are only a 'light touch' and were concerned that more might be justified.

26. The Petitioner has stated that the strength of feeling in regard to the speeds vehicles travel along Queens Walk and a need for traffic calming measures is high amongst local residents. The petition hearing will provide an opportunity for the petitioner to expand on this point.

Proposals going forward

27. The length of Queens Walk is considerable and effective traffic calming measures along its entire length would be costly; the Council will therefore need to ensure that any investment in traffic calming measures would be warranted. The Cabinet Member will know that he receives many requests for traffic calming and it is important to ensure that there is underlying data to support the case for such investment.

28. Due to the remaining concerns from the lead petitioner as set out above, the Cabinet Member may take the view that the traffic surveys could be undertaken again. These will then be analysed and discussed with the Cabinet Member to discuss the best course of action going forward. Having said that, the existing survey data presented above is, as has already been explained, independent and impartial.

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. 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.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for traffic calming measures in Queens Walk, which amounts to an informal consultation. 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 or statutory consultation.

In considering the residents' 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.

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

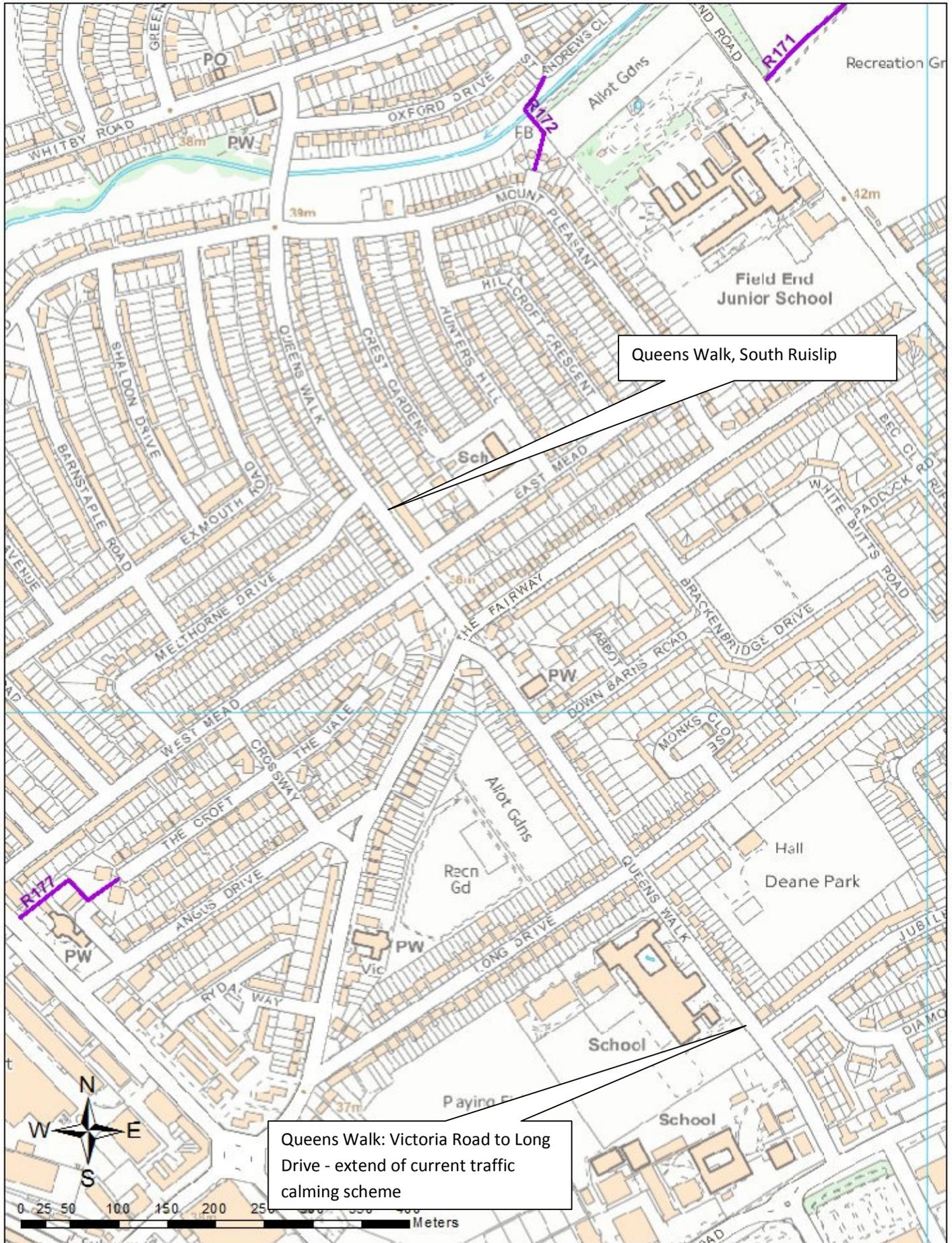
Corporate Property and Construction

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

6. BACKGROUND PAPERS

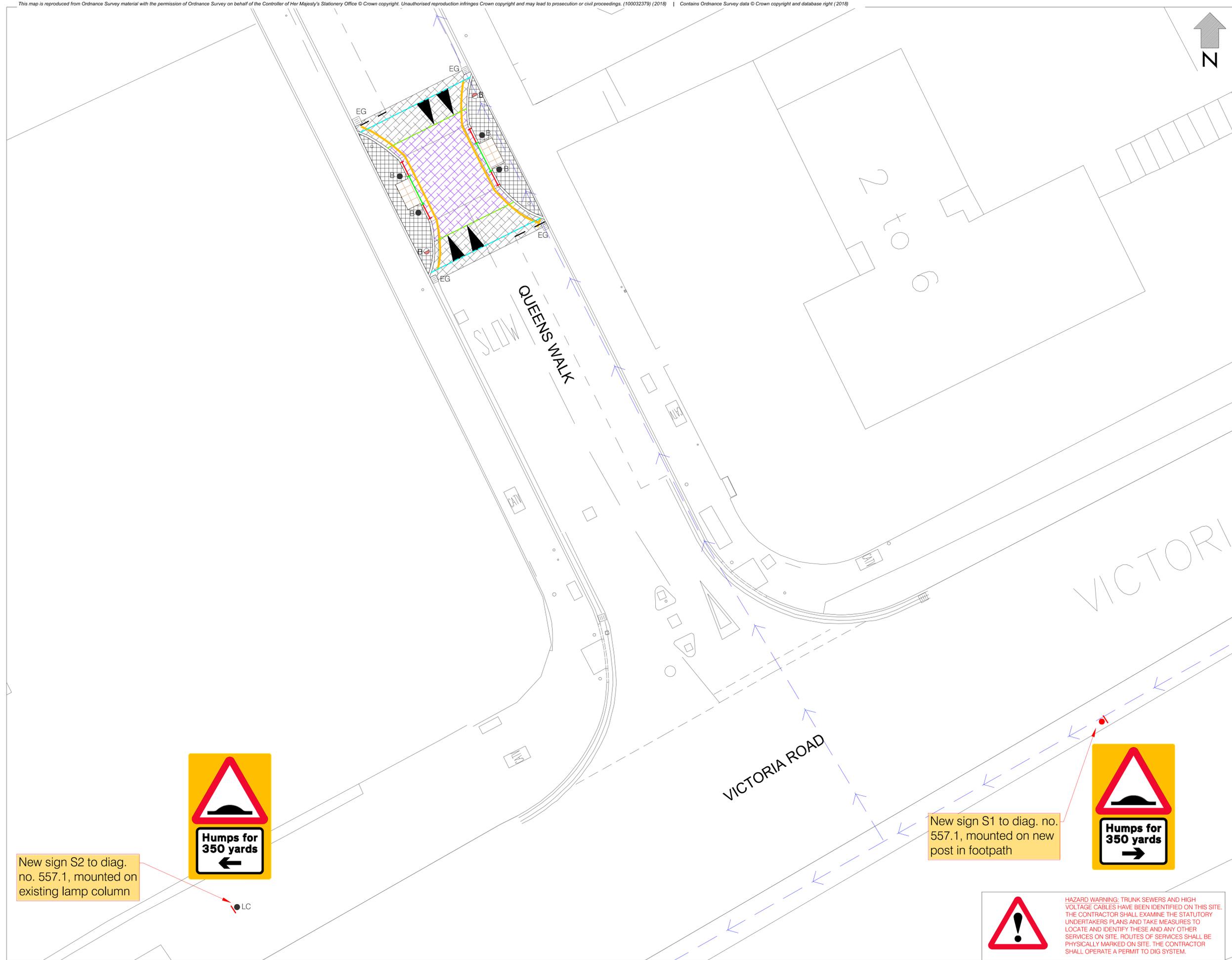
Petition received.

Queens Walk, South Ruislip



Queens Walk, South Ruislip

Queens Walk: Victoria Road to Long Drive - extend of current traffic calming scheme



LEGEND

- PROPOSED RAISED TABLE CONSTRUCTION
75mm height
Surface Course:
Surfacing Rolled asphalt wearing course 40mm thick to Clause 910 - Recipe type F mix 50 pen. to Table 6 Column 5 BS 594 Part 1:1992
Binder Course:
Basecourse Dense macadam basecourse 35mm (Two stage) thick to Clause 906 - 28mm size dense construction 100 pen. to Clause 6.4 BS4987 Part 1:1993
- RAMP CONSTRUCTION AS PER LBHI SD 79A
- PROPOSED FOOTWAY SURFACING
Surface Course:
20mm depth Medium Graded Bitumen Macadam to Cl. 909 & BS 4987 - 1.2005 Cl. 7.6 0/6mm agg. 160/220 pen binder.
Binder Course:
50mm depth Dense Bitumen Macadam to Cl. 929 & BS 4987 1:2005, 0/20mm agg. 40/60 pen binder, 0.32mm grading
- PROPOSED TACTILE PAVING
400mm x 400mm Buff
For construction details refer to drawing no. 1000004568-4-015
- PROPOSED TACTILE PAVING
400mm x 400mm Red
For construction details refer to drawing no. 1000004568-4-015
- EXISTING CARRIAGEWAY MARKINGS
- NEW CARRIAGEWAY MARKINGS (WHITE)
- NEW CARRIAGEWAY MARKINGS (YELLOW)
- EXISTING GULLY
- EXISTING GULLY TO BE RAISED TO CARRIAGEWAY LEVEL
- NEW GULLY
- IRONWORKS TO BE RAISED TO NEW CARRIAGEWAY LEVEL
- EXISTING GAS VALVE
- EXISTING BOLLARD TO BE RETAINED
- NEW "SLOUGH" STYLE BOLLARD
To include red/white banding
- NEW 6m LIGHTING COLUMN WITH ATTACHED BELISHA BEACON (BLACK AND WHITE COLUMN)
- NEW H&B KERB LAID FLUSH TO TOP OF TABLE (75mm)
- NEW H&B KERB (TRANSITION) TO BE LAID APPROPRIATELY RELATIVE TO CARRIAGEWAY LEVEL
- INSTALLATION OF NEW SIGN ON EXISTING LAMP COLUMN
- INSTALLATION OF NEW SIGN ON NEW POST
- BOTTOM OF RAMP START
- TOP OF RAMP
- INDICATIVE ROUTE OF ELECTRICAL SUPPLY DUCTING
- NEW DRAW PIT
- NEW GULLY CONNECTION
- EXISTING SURFACE WATER SEWER

- Notes:
1. New gully connections to be agreed with LBHI Engineer on site
 2. All new road markings to be laid in accordance with The Traffic Signs Regulations and General Directions (TSRGD) 2016
 3. Lighting levels to be agreed with LBHI Street Lighting Engineer
 4. Clean and tack coat to be applied prior to laying of bituminous material
 5. All vertical joints in flexible surfacing to be sawn and treated with 70 PEN hot bitumen just prior to laying the adjacent surfacing layers and to be over-band sealed
 6. Works to be hand dug until exact location of utilities known
 7. Maximum footway gradient of 1/12.
 8. Minimum clearance of 2.30m to bottom of sign. Minimum lateral offset from carriageway edge to be 450mm.
 9. Dropped kerbs and tactile paving to be flush with carriageway.
 10. Proposed road profile to reflect existing carriageway falls.
 11. Ducting to be laid at a minimum of 450mm in footway and 600mm in carriageway
 12. Duct route indicative, subject to street lighting officer approval, CAT survey and exact identification of underground services.

Rev	Date	Description	Drn	Chk	App
-	30/04/18	ORIGINAL ISSUE	AJ	NB	PC

PROJECT CENTRE

Unit 2 Hafford Yard
London
WC1X 9HD
Tel. 0330 0080 855
Mail. info@projectcentre.co.uk
Web. www.projectcentre.co.uk
FS 77166

Client

Project QUEENSMEAD SCHOOL IMPROVEMENTS
DETAILED DESIGN

Drawing Title GENERAL ARRANGEMENT
SHEET 01 OF 3

Drawing Status FOR APPROVAL

Drawn	Designed	Date	Scale	Size
AJ	JC	APRIL 2018	1:100	A1
Drawing No.	1000004568-4-010-01			Rev
				-



New sign S2 to diag. no. 557.1, mounted on existing lamp column

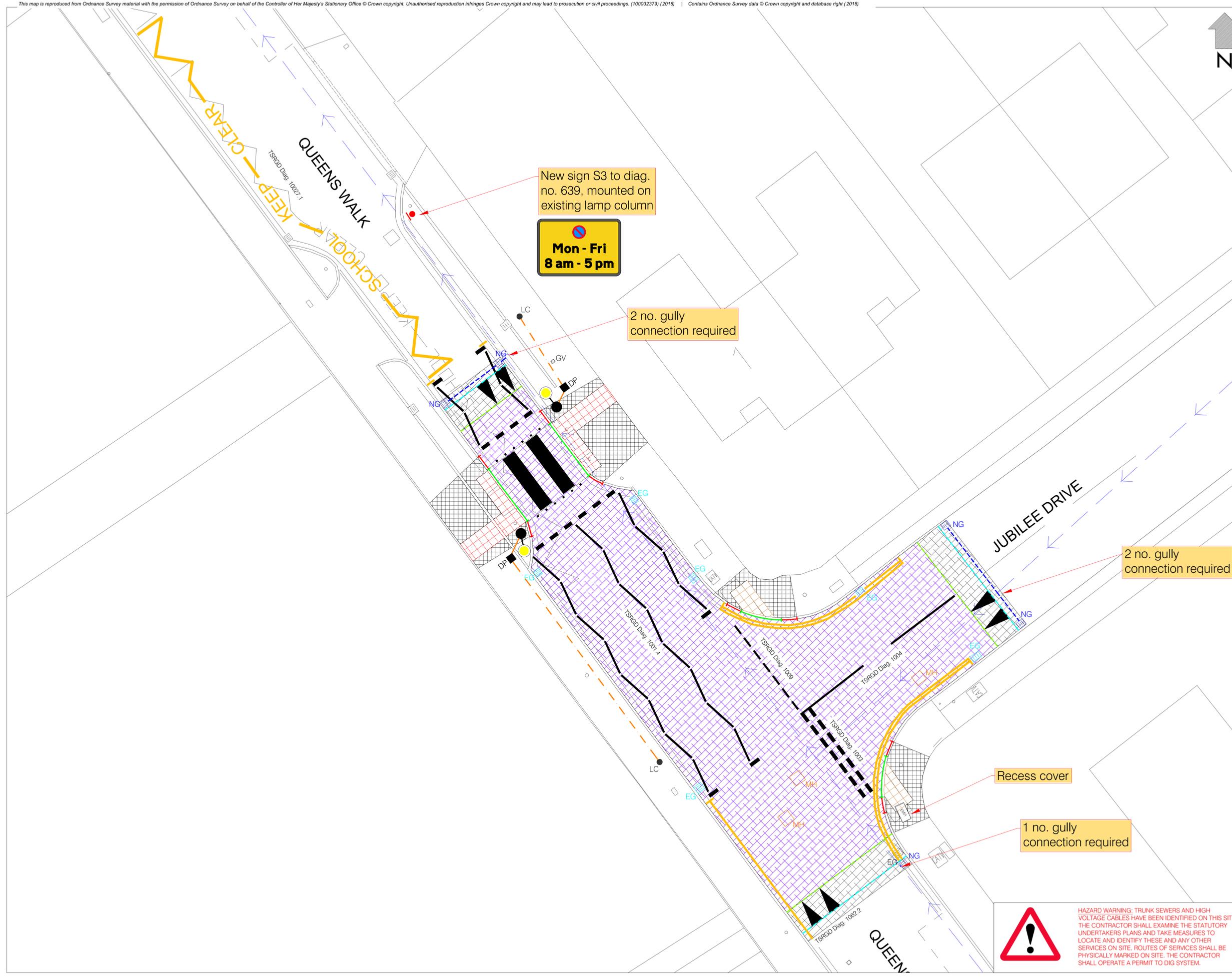
LC



New sign S1 to diag. no. 557.1, mounted on new post in footpath



HAZARD WARNING: TRUNK SEWERS AND HIGH VOLTAGE CABLES HAVE BEEN IDENTIFIED ON THIS SITE. THE CONTRACTOR SHALL EXAMINE THE STATUTORY UNDERTAKERS PLANS AND TAKE MEASURES TO LOCATE AND IDENTIFY THESE AND ANY OTHER SERVICES ON SITE. ROUTES OF SERVICES SHALL BE PHYSICALLY MARKED ON SITE. THE CONTRACTOR SHALL OPERATE A PERMIT TO DIG SYSTEM.



LEGEND

- PROPOSED RAISED TABLE CONSTRUCTION
75mm height
Surface Course:
Surfacing Rolled asphalt wearing course 40mm thick to Clause 910 - Recipe type F mix 50 pen. to Table 6 Column 1 BS 594 Part 1:1992
Binder Course:
Basecourse Dense macadam basecourse 35mm (Two stage) thick to Clause 906 - 28mm size dense construction 100 pen. to Clause 6.4 BS4987 Part 1:1993
- RAMP CONSTRUCTION AS PER LBHI SD 79A
- PROPOSED FOOTWAY SURFACING
Surface Course:
20mm depth Medium Graded Bitumen Macadam to Cl. 909 & BS 4987 - 1.2005 Cl. 7.6 0/6mm agg. 160/220 pen binder.
Binder Course:
50mm depth Dense Bitumen Macadam to Cl. 929 & BS 4987 1:2005, 0/20mm agg. 40/60 pen binder, 0.32mm grading
- PROPOSED TACTILE PAVING
400mm x 400mm Buff
For construction details refer to drawing no. 1000004568-4-015
- PROPOSED TACTILE PAVING
400mm x 400mm Red
For construction details refer to drawing no. 1000004568-4-015
- EXISTING CARRIAGEWAY MARKINGS
- NEW CARRIAGEWAY MARKINGS (WHITE)
- NEW CARRIAGEWAY MARKINGS (YELLOW)
- EXISTING GULLY
- EXISTING GULLY TO BE RAISED TO CARRIAGEWAY LEVEL
- NEW GULLY
- IRONWORKS TO BE RAISED TO NEW CARRIAGEWAY LEVEL
- EXISTING GAS VALVE
- EXISTING BOLLARD TO BE RETAINED
- NEW "SLOUGH" STYLE BOLLARD
To include red/white banding
- NEW 6m LIGHTING COLUMN WITH ATTACHED BELISHA BEACON (BLACK AND WHITE COLUMN)
- NEW H&B KERBS LAID FLUSH TO TOP OF TABLE (75mm)
- NEW H&B KERBS (TRANSITION) TO BE LAID APPROPRIATELY RELATIVE TO CARRIAGEWAY LEVEL
- INSTALLATION OF NEW SIGN ON EXISTING LAMP COLUMN
- INSTALLATION OF NEW SIGN ON NEW POST
- BOTTOM OF RAMP START
- TOP OF RAMP
- INDICATIVE ROUTE OF ELECTRICAL SUPPLY DUCTING
- NEW DRAW PIT
- NEW GULLY CONNECTION
- EXISTING SURFACE WATER SEWER

- Notes:
- New gully connections to be agreed with LBHI Engineer on site
 - All new road markings to be laid in accordance with The Traffic Signs Regulations and General Directions (TSRGD) 2016
 - Lighting levels to be agreed with LBHI Street Lighting Engineer
 - Clean and tack coat to be applied prior to laying of bituminous material
 - All vertical joints in flexible surfacing to be sawn and treated with 70 PEN hot bitumen just prior to laying the adjacent surfacing layers and to be over-band sealed
 - Works to be hand dug until exact location of utilities known
 - Maximum footway gradient of 1/12
 - Minimum clearance of 2.30m to bottom of sign. Minimum lateral offset from carriageway edge to be 450mm.
 - Dropped kerbs and tactile paving to be flush with carriageway.
 - Proposed road profile to reflect existing carriageway falls.
 - Ducting to be laid at a minimum of 450mm in footway and 600mm in carriageway
 - Duct route indicative, subject to street lighting officer approval, CAT survey and exact identification of underground services.

Rev	Date	Description	Drn	Chk	App
-	30/04/18	ORIGINAL ISSUE	AJ	NB	PC

PROJECT CENTRE

Unit 2 Hafford Yard
London WC1X 9HD
Tel. 0330 0080 855
Mail. info@projectcentre.co.uk
Web. www.projectcentre.co.uk
PS 77166

Client: **HILLINGDON LONDON**

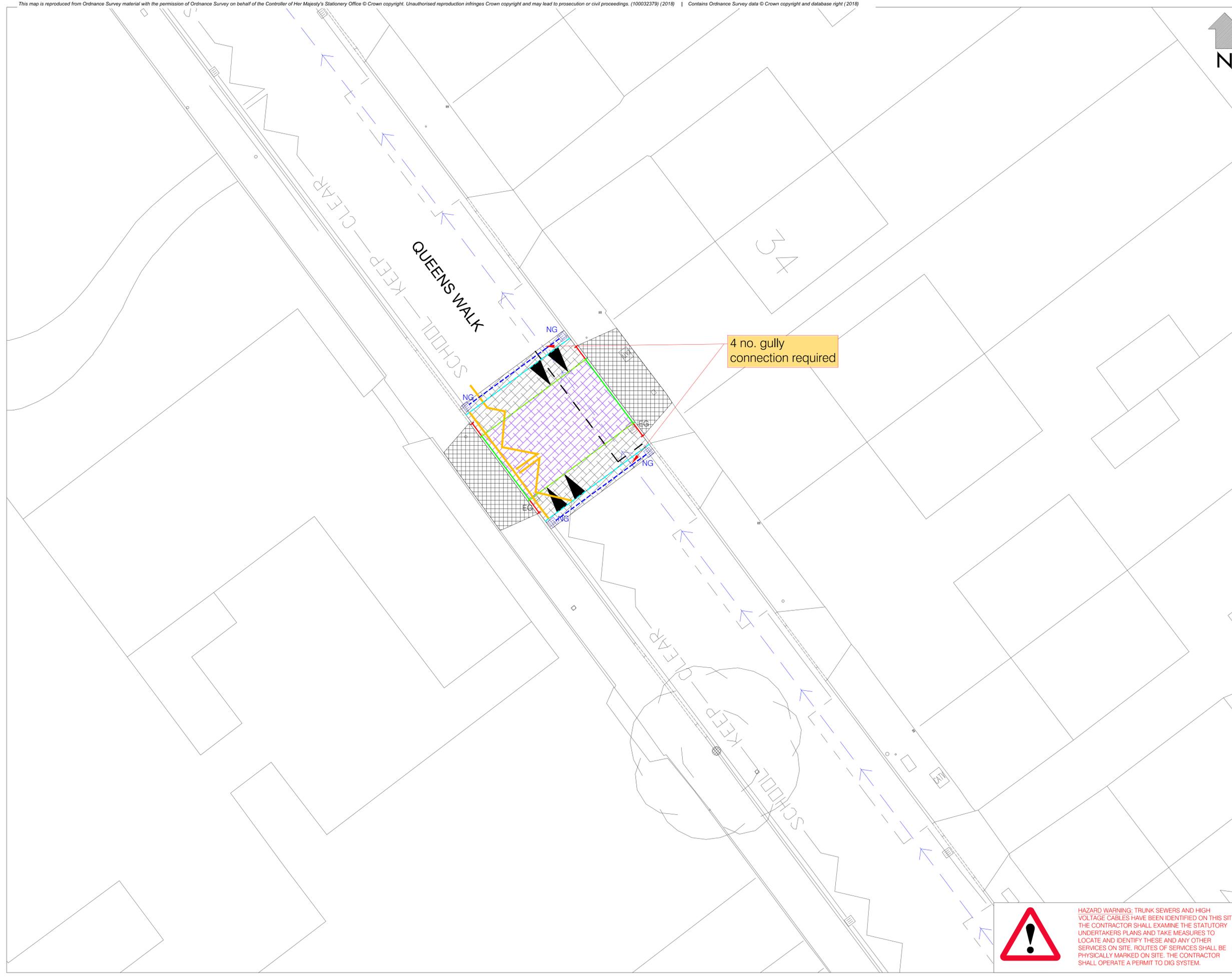
Project: **QUEENSMOOR SCHOOL IMPROVEMENTS DETAILED DESIGN**

Drawing Title: **GENERAL ARRANGEMENT SHEET 02 OF 3**

Drawing Status: **FOR APPROVAL**

Drawn: AJ	Designed: JC	Date: APRIL 2018	Scale: 1:100	Size: A1
Drawing No. 1000004568-4-010-02	Rev: -			

HAZARD WARNING: TRUNK SEWERS AND HIGH VOLTAGE CABLES HAVE BEEN IDENTIFIED ON THIS SITE. THE CONTRACTOR SHALL EXAMINE THE STATUTORY UNDERTAKERS PLANS AND TAKE MEASURES TO LOCATE AND IDENTIFY THESE AND ANY OTHER SERVICES ON SITE. ROUTES OF SERVICES SHALL BE PHYSICALLY MARKED ON SITE. THE CONTRACTOR SHALL OPERATE A PERMIT TO DIG SYSTEM.



4 no. gully connection required

- LEGEND**
- PROPOSED RAISED TABLE CONSTRUCTION**
75mm height
Surface Course:
Surfacing Rolled asphalt wearing course 40mm thick to Clause 910 - Recipe type F mix 50 pen. to Table 6 Column 1 BS 594 Part 1:1992
Binder Course:
Basecourse Dense macadam basecourse 35mm (Two stage) thick to Clause 906 - 28mm size dense construction 100 pen. to Clause 6.4 BS4987 Part 1:1993
 - RAMP CONSTRUCTION AS PER LBHI SD 79A**
 - PROPOSED FOOTWAY SURFACING**
Surface Course:
20mm depth Medium Graded Bitumen Macadam to Cl. 909 & BS 4987 - 1:2005 Cl. 7.6 0/6mm agg. 160/220 pen binder.
Binder Course:
50mm depth Dense Bitumen Macadam to Cl. 929 & BS 4987 1:2005, 0/20mm agg. 40/60 pen binder, 0.32mm grading
 - PROPOSED TACTILE PAVING**
400mm x 400mm Buff
For construction details refer to drawing no. 1000004568-4-015
 - PROPOSED TACTILE PAVING**
400mm x 400mm Red
For construction details refer to drawing no. 1000004568-4-015
 - EXISTING CARRIAGEWAY MARKINGS**
 - NEW CARRIAGEWAY MARKINGS (WHITE)**
 - NEW CARRIAGEWAY MARKINGS (YELLOW)**
 - EXISTING GULLY**
 - EXISTING GULLY TO BE RAISED TO CARRIAGEWAY LEVEL**
 - NEW GULLY**
 - IRONWORKS TO BE RAISED TO NEW CARRIAGEWAY LEVEL**
 - EXISTING GAS VALVE**
 - EXISTING BOLLARD TO BE RETAINED**
 - NEW "SLOUGH" STYLE BOLLARD**
To include red/white banding
 - NEW 6m LIGHTING COLUMN WITH ATTACHED BELISHA BEACON (BLACK AND WHITE COLUMN)**
 - NEW H&B KERBS LAID FLUSH TO TOP OF TABLE (75mm)**
 - NEW H&B KERBS (TRANSITION) TO BE LAID APPROPRIATELY RELATIVE TO CARRIAGEWAY LEVEL**
 - INSTALLATION OF NEW SIGN ON EXISTING LAMP COLUMN**
 - INSTALLATION OF NEW SIGN ON NEW POST**
 - BOTTOM OF RAMP START**
 - TOP OF RAMP**
 - INDICATIVE ROUTE OF ELECTRICAL SUPPLY DUCTING**
 - NEW DRAW PIT**
 - NEW GULLY CONNECTION**
 - EXISTING SURFACE WATER SEWER**

- Notes:**
1. New gully connections to be agreed with LBHI Engineer on site
 2. All new road markings to be laid in accordance with The Traffic Signs Regulations and General Directions (TSRGD) 2016
 3. Lighting levels to be agreed with LBHI Street Lighting Engineer
 4. Clean and tack coat to be applied prior to laying of bituminous material
 5. All vertical joints in flexible surfacing to be sawn and treated with 70 PEN hot bitumen just prior to laying the adjacent surfacing layers and to be over-hand sealed
 6. Works to be hand dug until exact location of utilities known
 7. Maximum footway gradient of 1/12.
 8. Minimum clearance of 2.30m to bottom of sign. Minimum lateral offset from carriageway edge to be 450mm.
 9. Dropped kerbs and tactile paving to be flush with carriageway.
 10. Proposed road profile to reflect existing carriageway falls.
 11. Ducting to be laid at a minimum of 450mm in footway and 600mm in carriageway
 12. Duct route indicative, subject to street lighting officer approval, CAT survey and exact identification of underground services.

Rev	Date	Description	Drn	Chk	App
-	30/04/18	ORIGINAL ISSUE	AJ	NB	PC

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE

Unit 2 Hafford Yard
London
WC1X 9HD
Tel. 0330 0080 855
Mail. info@projectcentre.co.uk
Web. www.projectcentre.co.uk
FS 77166

HILLINGDON
LONDON

Client: QUEENSMOOR SCHOOL IMPROVEMENTS
DETAILED DESIGN

Drawing Title: GENERAL ARRANGEMENT
SHEET 03 OF 3

Drawing Status: **FOR APPROVAL**

Drawn	Designed	Date	Scale	Size
AJ	JC	APRIL 2018	1:100	A1
Drawing No.	1000004568-4-010-03			Rev
				-



HAZARD WARNING: TRUNK SEWERS AND HIGH VOLTAGE CABLES HAVE BEEN IDENTIFIED ON THIS SITE. THE CONTRACTOR SHALL EXAMINE THE STATUTORY UNDERTAKERS PLANS AND TAKE MEASURES TO LOCATE AND IDENTIFY THESE AND ANY OTHER SERVICES ON SITE. ROUTES OF SERVICES SHALL BE PHYSICALLY MARKED ON SITE. THE CONTRACTOR SHALL OPERATE A PERMIT TO DIG SYSTEM.

SWAKELEYS ROAD, ICKENHAM - PETITION REQUESTING A PELICAN CROSSING CLOSE TO ROKER PARK AVENUE.

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Steven Austin Residents Services
Papers with report	Appendix A - Location plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting a Pelican Crossing on Swakeleys Road, Ickenham close to Roker Park Avenue.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents', Education & Environmental Services
Ward(s) affected	Ickenham.

2. RECOMMENDATIONS

Meeting with the Petitioners, the Cabinet Member fro Planning, Transportation and Recycling:

1. **Considers their request for a Pelican Crossing on Swakeleys Road close to Roker Park Avenue, Ickenham;**
2. **Notes the outcome of previous investigations which concluded that a non signal-controlled crossing was not viable;**
3. **Subject to the outcome of the above, decides if this request should be added to the Council's extensive road safety programme for further discussion with Transport for London who are responsible for the installation and maintenance of all signalised pedestrian crossings across London; and**

4. Notes the context of the likely impact of HS2 construction traffic on Swakeleys Road over the near term, and subject to item (3), asks officers to raise the matter with HS2.

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. An e-petition with in excess of 100 valid signatures has been submitted to the Council under the following heading:

Statement; *We the undersigned petition Hillingdon Council to create a pelican crossing close to the Roker Park Avenue bus stop to allow for pedestrians to cross the road safely.*

Justification; *Swakeleys Road (by Roker Park Avenue bus stop) is extremely busy especially during the morning and evening rush hours which means it is very hard and dangerous for pedestrians to cross. Whilst the traffic isn't particularly fast it is pretty much non-stop given the sheer volume of traffic using the road to and from the A40. As a result people are crossing the road to use the bus stop on the other side often having to run between the cars. The people affected include school children crossing the road, families and elderly residents."*

2. The section of Swakeleys Road (B467) where petitioners are requesting a signalised crossing is classified as a borough secondary distributor road and is the main route for vehicles leaving and connecting with the A40. This section of Swakeleys Road is also served by three bus routes.

3. The Cabinet Member will recall that options to provide a pedestrian crossing on Swakeleys Road close to Woodstock Road, the road adjacent to Roker Park Avenue, were previously explored. As part of these investigations, independent 24/7 speed and traffic surveys were commissioned and an outline design for a Zebra crossing was developed.

4. As is the usual practice, the design for a crossing was subject to an independent Road Safety Audit. This audit raised a number of concerns, including the high 85th percentile speed of 35mph for vehicles in this section of Swakeleys Road. The Cabinet Member will be aware that the 85th percentile speed is a statistical tool generally used by traffic engineers throughout the UK, and in simple terms represents the speed at or below which 85% were found to be travelling. This is the industry recognised manner of identifying if there is a significant underlying problem. The audit also highlighted the high traffic flows which are perhaps to be expected on a classified secondary distributor road.

5. As a result of the above Road Safety Audit, an amended design was developed which included some physical traffic calming measures. This new proposal was shared with colleagues in the emergency services, Transport for London, the bus service operating companies, local residents and the Ickenham Residents Association.

6. While there was some support in principle for a formal crossing point in this part of Swakeleys Road, the necessary traffic calming measures to make this viable were not supported as the impact on the directly affected residents, and the response times for the emergency services, were felt to be too detrimental. The width of the footway at the points where a crossing would be needed is also substandard.

7. It was also suggested that the numbers of pedestrians wanting to cross at this point was relatively modest, and respondents further cited the existence of safer crossing facilities near Harvil Road (traffic island refuges) and the signal controlled crossing at Warren Road. After careful consideration of all the comments received it was agreed that it was unfortunately not practical to proceed with a Zebra crossing at that time.

8. As the Cabinet Member will be aware, the feasibility of installing any controlled pedestrian crossing depends on a number of design requirements including visibility distances, the lay-out of existing driveways, existing/ proposed parking restrictions and the provision of a safe area for pedestrians waiting to cross the road. In addition, the requirements for a signal controlled crossing as being suggested by petitioners, involves design standards prescribed by TfL which is an 83 page technical document which cannot be summarised in a form which would be meaningful for the purpose of this report.

9. The Cabinet Member will be aware that the construction of the HS2 railway line will involve traffic moving along Swakeleys Road, and the Council has asked HS2 to thoroughly assess and model the levels of traffic involved for the duration of construction, which is anticipated to last several years. The work by HS2 and their consultants to determine the full impact on Swakeleys Road is as yet incomplete, although the Council understands that with the appointment of main contractors for the HS2 project, more accurate figures for the projected traffic numbers will be available in coming months.

10. In conclusion, in response to the petition, it is recommended that the Cabinet Member meets the petitioners and listens to their concerns and decides if this report should be added to the Council's Road Safety Programme for further investigation with TfL, HS2 and other stakeholders.

Financial Implications

There are no financial implications associated with the recommendations to this report.

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

No financial implications at this stage.

Legal

There are no special legal implications for the proposal to discuss with petitioners request for a signalised crossing on Swakeleys Road which amounts to an informal consultation. 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.

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.

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

Corporate Property and Construction

None at this stage.

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

None.



Swakeleys Road near
Roker Park Avenue, Ickenham
Location plan

Appendix A

Date October 2018

Scale 1:4,000

This page is intentionally left blank