

# GLEBE AVENUE, ICKENHAM - PETITION REQUESTING A REVIEW OF PEDESTRIAN SAFETY AND PARKING

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Catherine Freeman Residents Services
<b>Papers with report</b>	Appendix A

## **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition with 22 signatures requesting a review of pedestrian safety and parking in Glebe Avenue, Ickenham.
<b>Contribution to our plans and strategies</b>	The request can be considered as part of the Council's Road Safety Programme.
<b>Financial Cost</b>	There are no financial implications to this report.
<b>Relevant Policy Overview Committee</b>	Residents' & Environmental Services.
<b>Ward(s) affected</b>	Ickenham

## **2. RECOMMENDATION**

That the Cabinet Member:

- 1. Meets with the petitioners and considers their request for a review of pedestrian safety and parking in Glebe Avenue.**
- 2. Subject to (1) asks officers to include this request on the Council's Road Safety Programme for further investigation and the development of possible options.**
- 3. Subject to (1) instructs officers to add Glebe Avenue to the Council's Vehicle Activated Signs Programme.**

### **Reasons for recommendation**

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## **Alternative options considered / risk management**

These can be discussed in greater detail with petitioners

## **Policy Overview Committee comments**

None at this stage

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 22 signatures requesting a review of pedestrian safety and parking in Glebe Avenue has been submitted to the Council. The petitioners have suggested measures to protect motorists and pedestrians including restricted parking, road markings and signage.
2. Glebe Avenue is predominantly a residential road linking Long Lane at its northern end and Austins Lane at its southern end. There are two shopping parades located on Glebe Avenue in addition to the Ickenham Underground Station and Compass Theatre. A section of Glebe Avenue forms a bridge over the railway which has an advisory 20mph speed limit. This road also forms part of the U10 Bus Route and there are existing waiting restrictions on its northern section. In addition, Glebe Primary School is located on Sussex Road which adjoins Glebe Avenue at its northern end. A location plan is attached as Appendix A to this report.
3. The Cabinet Member will be aware that officers have previously investigated options for traffic calming measures and footway widening along Glebe Avenue. The section of Glebe Avenue which runs past the Ickenham rail station is especially narrow, a consequence of the width of the London Underground bridge over the railway and clearly this does limit the scope for significant alterations, on what is also a critical traffic route in and out of the network of adjacent roads. However, it is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their concerns with road safety and endeavour to determine viable options that officers could include in their current investigations as part of the Council's Road Safety Programme.
4. The Council has also invested in a number of Vehicle Activated Signs (VAS), which flash a warning sign to motorists exceeding the speed limit. These signs have been found to be effective if they are installed at key sites, left in place for three months and then moved to another site. It is suggested that officers investigate the feasibility of adding Glebe Avenue to future phases of the VAS Programme.

### **Financial Implications**

There are none associated with the recommendations in this report. Any measures that are subsequently approved by the Council would require funding from a suitable funding source.

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

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

It will allow further consideration of the petitioners' concerns.

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

None at this stage.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and confirms that there are no direct financial implications arising from the recommendations set out above.

### **Legal**

In deciding what action (if any) to take, the decision maker must be mindful of Section 122 of the Road Traffic Regulation Act 1984 which imposes a statutory duty to on the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic.

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 consultation.

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**

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

### **Relevant Service Groups**

None at this stage

## **6. BACKGROUND PAPERS**

Nil