

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

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

## **1. HEADLINE INFORMATION**

<b>Summary</b>	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.
<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 direct costs associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents', Education & Environmental Services
<b>Ward(s) affected</b>	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 85<sup>th</sup> percentile speed of 35mph for vehicles in this section of Swakeleys Road. The Cabinet Member will be aware that the 85<sup>th</sup> 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**

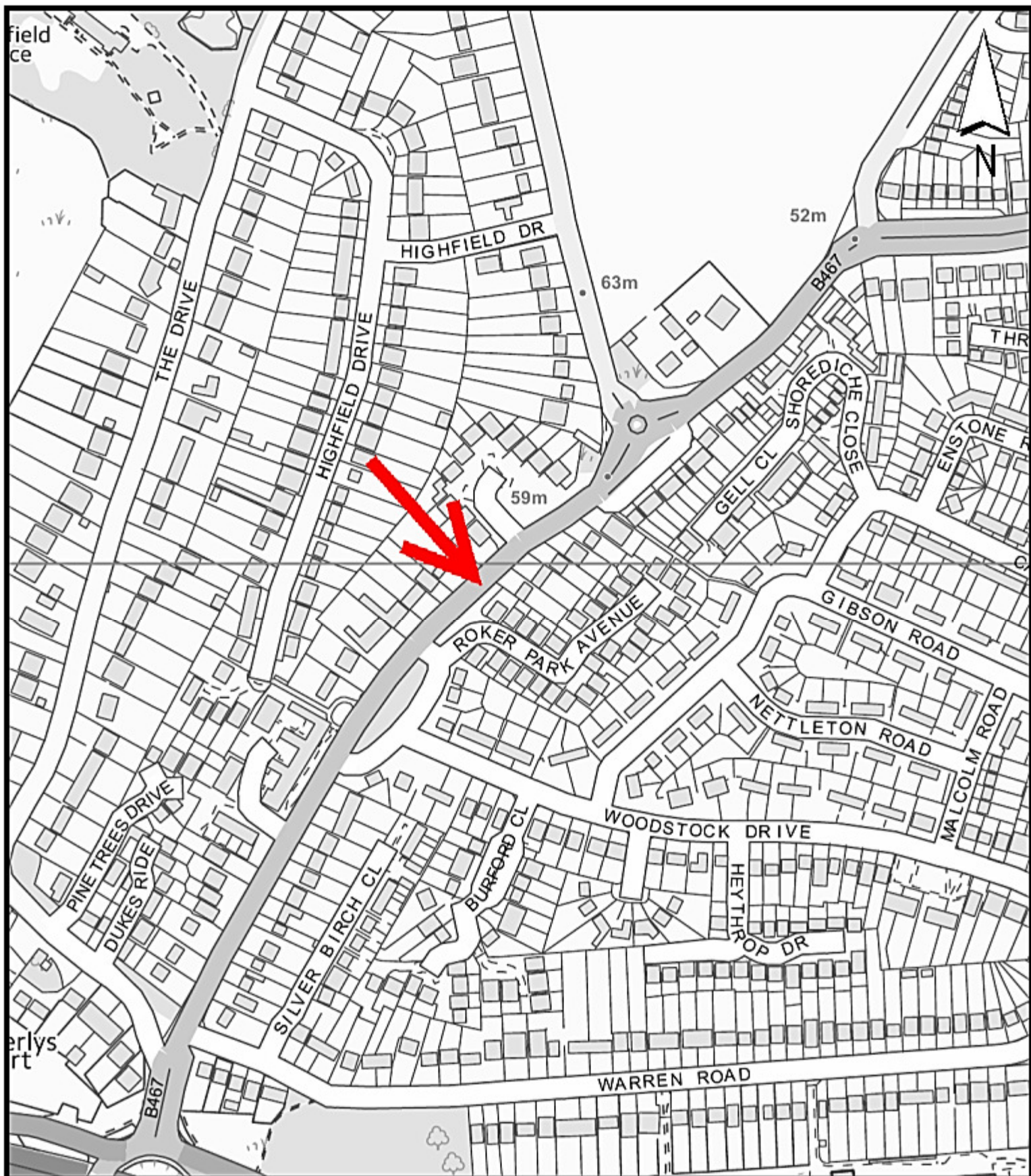
None at this stage.

### **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