

PETITION REQUESTING PEDESTRIAN PELICAN CROSSING AT JUNCTION OF RICKMANSWORTH ROAD AND GREEN LANE, NORTHWOOD.

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Report Author	Asif Shaikh, Residents Services
Papers with report	Appendix 1: Location Map Rickmansworth and Green Lane junction Appendix 2: Location of collisions within the vicinity of Road junction.

1. HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that three petitions has been submitted asking the Council to provide a Pedestrian Pelican crossing at junction of Rickmansworth Road and Green Lane, Northwood.
Contribution to our plans and strategies	The request of the petitioners will be considered within the context of the Council's transport strategy.
Financial Cost	There are no costs associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents, Education and Environmental Services
Ward(s) affected	Northwood

2. RECOMMENDATIONS

That the Cabinet Member:

1. Meets and discusses with petitioners their request to provide a Pedestrian Pelican crossing at junction of Rickmansworth Road and Green Lane, Northwood;
2. Notes that previously collected pedestrian crossing data at the junction of Rickmansworth Road and Green Lane showed relatively low pedestrian flows;
3. Notes that only one police recorded accident with slight injury was noted in the vicinity of the junction of Rickmansworth Road and Green Lane during the last five years;
4. Further notes that changes to the traffic signals of any crossing in the manner suggested would need the support of Transport for London, the body responsible for all traffic signals across Greater London;

5. Notes that Transport for London would levy an upfront charge of £5,000 for any investigation work; and
6. Subject to the outcome of the above, consider instructing officers to engage with Transport for London on this matter.

3. INFORMATION

Reasons for recommendations

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

Alternative options considered

None at this stage.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. London Borough of Hillingdon have received three petitions from three different lead petitioners all asking for provision of Pedestrian Pelican crossing on Rickmansworth Road at the junction of Green Lane. All petitioners are residents, who live in the vicinity of the crossing.

First petition dated 20/06/2017 Reference no 716 had 26 signatures.

Second petition dated 08/01/20 Reference no 893 had 25 signatures.

Third Petition dated 13/02/20 Reference no 898 had 100 signatures.

2. Petitioners are asking the Council to provide a Pedestrian Pelican crossing to cross Rickmansworth Road at the junction of Rickmansworth Road and Green Lane, Northwood.

The first petition is worded as follows:

'We the undersigned petition the London Borough of Hillingdon to help us keep our children safe by installing a pedestrian pelican crossing on Rickmansworth Road, at the junction with Green Lane'.

The second petition is worded as follows:

'Addition of enhanced pedestrian crossing facilities at the junction of Green Lane and Rickmansworth Road'.

The third petition is worded as follows:

'We the undersigned petition Hillingdon Council to install a pelican crossing at Rickmansworth Road/Green Lane'.

3. The site is located in the north of the Borough within Northwood ward. Rickmansworth Road is classified as a trunk road and Green Lane is classified as a distributor road and connects with Northwood High Street at its eastern end. The location of the junction is shown in Appendix A.

4. The petitioners have highlighted that there are several schools and nurseries on the east side of Rickmansworth Road, residents living on the west side of Rickmansworth Road have no dedicated crossing.

5. The nearest zebra crossings to Rickmansworth Road and Green Lane junction are 349 metres away, at Kewferry Road and 469 metres away at Maxwell Road. The petitioners have raised safety concerns due to lack of a dedicated pedestrian crossing on Rickmansworth Road at the junction.

6. The petitioners have described the traffic on Rickmansworth Road as being fast. If the traffic signals are red for traffic on Rickmansworth Road, cars have a green light to turn from Green Lane into Rickmansworth Road. The petitioners are concerned that this places them in a vulnerable situation for their road safety.

7. The Cabinet Member will be aware that a study has already been undertaken in the Northwood Area at his instruction to understand traffic in the area. As part of this work surveys were undertaken to assess traffic speeds and pedestrian movements.

8. As the Cabinet Member may recall, a high level modelling exercise was undertaken for the Rickmansworth Road and Green Lane junction to determine whether a proposal to introduce controlled pedestrian crossings might be feasible.

9. The modelling exercise identified sufficient capacity to introduce an all red pedestrian stage and recommended more detailed analysis. Modelling of the Rickmansworth Road and Green Lane junction showed that there is potential for a pedestrian signal stage to be added without undue impact on capacity, but pedestrian crossing data showed relatively low pedestrian flows.

	AM Peak Period		PM Peak Period	
	Average Hourly Flow	Total Flow	Average Hourly Flow	Total Flow
Westbound	16	31	13	53
Eastbound	30	59	7	27

Table 1: Pedestrian Flows on Rickmansworth Road at junction with Green Lane.

Source: Northwood Area Traffic Study July 2018

10. Table 1 above shows the pedestrian flow on Rickmansworth Road both westbound and eastbound to be relatively low. The highest flow is observed on the eastbound during AM period, with 46 pedestrians per hour crossing in both directions compared with 20 pedestrians per hour during PM period crossing in both directions. Table 1 shows total flow as 90 pedestrians during AM peak and 80 pedestrian during PM peak crossing in both directions on Rickmansworth Road at Green Lane junction.

Direction	Total Vehicles Volume	Mean Speed	85% Speed	Vehicles Exceeding PSL	% Vehicles exceeding PSL
Northbound	8,031	24.5	31.7	1,960	24.4
Southbound	10,789	27.1	31.7	2,733	25.3
Two way	18,820	25.8	31.7	4,694	24.9

Table 2: Site 1 Speed and Volume Data on North of Rickmansworth Road and Junction of Kewferry Road.
Source: Northwood Area Traffic Study July 2018

Direction	Total Vehicles Volume	Mean Speed	85% Speed	Vehicles Exceeding PSL	% Vehicles exceeding PSL
Northbound	7,949	27.9	34.1	3,145	39.6
Southbound	7,877	30.2	35.6	4,145	52.6
Two way	15,823	29.1	34.9	7,290	46.1

Table 3: Site 2 Speed and Volume Data on South of Rickmansworth Road and Junction of Maxwell Road.
Source: Northwood Area Traffic Study July 2018

11. Table 2 and Table 3 above shows daily vehicle flow on Rickmansworth Road between the junction of Kewferry Road and Maxwell Road. The highest two-way flow of vehicles was at site 2 at the junction of Kewferry Road on Rickmansworth Road with an average daily flow of 18,820 vehicles. The two-way flow drops to 15,823 vehicles per day at site 2 junction of Maxwell Road and Rickmansworth Road.

12. The petitioners have described the traffic on Rickmansworth Road as being very fast. The posted speed limit on Rickmansworth Road is 30mph. The two way average 85th% speed was recorded as 31.7mph for site 1 and 34.9 mph for site 2, both of which are above the posted speed limit.

13. To address petitioners' concern with the road safety situation, officers have reviewed the Police reported road traffic accident data collated by Transport for London. These records revealed one slight injury at the junction of Rickmansworth Road and Green lane during the period 2014-2019, indicating that there appears to have been a consistently record of road safety at the site. The location of accident is shown on Appendix B.

14. The evidence collected so far does not support a case for a Pelican Pedestrian crossing as the data shows relatively low pedestrian flow and a good road safety record.

15. It needs further to be borne in mind that London Borough of Hillingdon does not have any direct control over traffic signals. Transport for London is the body responsible for the design, installation and maintenance of all traffic signals in Greater London. Transport for London is seeking to reduce rather than increase the number of traffic signals, and their support would certainly be crucial should it be felt that Pedestrian Pelican crossing should be introduced.

16. Further recommendation would be to consider the following options:

- Review the traffic signal timing.
- Engage with Transport for London.
- Do Nothing.

17. It is appreciated that petitioners may have fresh and compelling evidence that the Cabinet Member would wish to hear to help him form an opinion on whether or not further action is warranted. On this basis, it is recommended that the Cabinet Member meets with the petitioners, giving them the opportunity to state their case to him, thereby enabling him to make a decision on how best to proceed.

18. Subject to the Councillor Member's decision, officers could approach Transport for London again, although it should so be borne in mind that Transport for London currently levy an upfront charge of £5,000 for any more detailed investigation on their part. This charge is however included within the overall cost of any scheme which arises from the investigation.

Financial Implications

There are no direct financial implications associated with the recommendations to this report. If investigation works and further works arising from the investigation are subsequently required, suitable funding will to be identified within the Transport for London Grant Local Implementation Plan.

2. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The recommendation will allow the concerns of petitioners to be considered in detail and suitable remedial measures to be developed for implementation.

Consultation Carried Out or Required

No statutory consultation was required or carried out.

3. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and notes that there are no direct financial implications associated with the recommendations outlined above. Any subsequent investigation works will be fully funded by TfL.

Legal

There are no special legal implications for the proposal to discuss with petitioners their request for a Pelican Crossing as set out in the report, 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.

In considering the residents' response, decision makers must ensure there is full consideration of all representations arising including those that do not accord with the officer recommendation. The decision maker must be satisfied that response 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.

4. BACKGROUND PAPERS

Petition.

APPENDIX A: LOCATION MAP OF RICKMANSWORTH ROAD AND JUNCTION OF GREEN LANE.

Hillingdon Browser



Map Notes

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APPENDIX B: LOCATION OF ACCIDENT WITHIN THE VICINITY OF JUNCTION.

