

FERRERS AVENUE, WEST DRAYTON - REQUEST FOR A ZEBRA CROSSING TO WEST DRAYTON STATION FROM FERRERS AVENUE BUS STOP

Cabinet Member	Councillor Jonathan Bianco
Cabinet Portfolio	Cabinet Member for Property, Highways and Transport
Officer Contact	Sophie Wilmot – Place Directorate
Papers with report	Appendix A – Location Plan

HEADLINES

Summary	To inform the Cabinet Member that a petition has been received from residents of Ferrers Avenue, requesting a zebra crossing between West Drayton Station and Ferrers Avenue bus stop.
Putting our Residents First Delivering on the Council Strategy 2022-2026	This report supports our ambition for residents/ the Council of: Live active and healthy lives. This report supports our commitments to residents of: A Green and Sustainable Borough.
Financial Cost	The estimated cost of surveys associated with the recommendations in this report is £750 and will be managed within existing revenue budgets for the Transportation service.
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward	West Drayton Ward.

RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. Meets with petitioners and listens to their request for a zebra crossing by Ferrers Avenue bus stop.
2. Notes petitioners' concerns over safety of those crossing the road to access West Drayton and instructs officers to consider the undertaking of pedestrian surveys to understand levels of pedestrians crossing and pedestrian desire lines.

3. Asks officers to investigate the feasibility of the petitioners' request for a zebra crossing in the area, given the constraints, such as location of bus stops and parking.

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.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

- 1) The Council has received a petition, with 24 signatures, from residents in the West Drayton area under the following heading:

The petition is residents' request for a Pedestrian Crossing for Access to West Drayton Station from Ferrers Avenue Bus Stop.

*Pedestrian crossing for access to West Drayton Station from Ferrers Avenue Bus Stop. West Drayton Station Bus stop remains closed due to delayed works since last three years, this causes residents to get off at Ferrers Avenue Bus Stop and cross the busy road in rush hours of the morning. This is a significant hazard to the life of residents as there is no pedestrian crossing there which forces people to cross the busy road taking unnecessary risk. **Desired Outcome:** Create a pedestrian cross right next to Ferrers Avenue Bus stop to enable users to pass the road safely. **Specific Location:** Ferrers Avenue Bus Stop (West Drayton).*

- 2) The 'Ferrers Avenue bus stop', located on Station Road, West Drayton is close to the junction with Ferrers Avenue. Station Road is a busy road with a mixture of residential and retail properties and is a main route connecting the south of the borough northwards to Uxbridge Town Centre. In order to access West Drayton Station from the bus stop, pedestrians would need to cross Station Road and a plan of the area is attached as Appendix A.
- 3) The petition has raised concerns about safety crossing Station Road by the bus stop, due to the prolonged closure of Station Approach resulting in many of those wishing to get to or from West Drayton station having to use Ferrers Avenue and connect via Warwick Road. Station Approach is owned by Network Rail and continued issues over construction of the carriageway continues to prevent vehicles entering Station Approach to allow interchange between bus and rail services. As the Cabinet Member will be aware, the current timeline for repairs is still being discussed with Network Rail.
- 4) Fortunately, the area around Ferrers Avenue, West Drayton does not have any evidence of a significantly poor road traffic collision record. Officers have interrogated the Police Road Traffic Collision data for the location and have established that there have only been

a handful of slight personal injury accidents and one serious personal injury, as recorded by the Police, within the most recent five years for which data is available. It is appreciated that incidents involving the Police may not tell the whole story, but at the same time this road traffic collision data, collated and recorded by the Police is a very important tool to help the Council prioritise interventions across the Borough.

- 5) As stated within the petition, due to the ongoing closure of Station Approach, buses do not access the bus stops directly outside the station, resulting in those wishing to access the station having to get off at the Ferrers Road bus stop and walk to the station via Warwick Road. Eventually, the works on Station Approach will be completed and those wishing to access the station can do so at the bus stops outside; this may potentially mean that a demand for a crossing reduces, although on the other hand, 'new' pedestrian routes may become popular for various ad hoc reasons and if so, a case for making them safer may become justified.
- 6) When considering the implementation of formal pedestrian facilities such as zebra crossings, the Council is required to do so in line with national design guidance issued by the Department for Transport. Zebra crossing design is set down in Primary Legislation including a Statutory Instrument and 'The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997'. Prior to implementation, a new zebra crossing will also necessitate the publishing of a statutory notice. Key criteria which need to be considered for a zebra crossing includes but is not limited to:
 - a suitable area on both sides of the crossing to accommodate pedestrians;
 - the speed of the road (the 85thtile speed – the speed at or below which 85% of traffic is found to be travelling) should be no greater than 35mph;
 - in order to support the case for a formal pedestrian crossing, it is usual to assess pedestrian numbers, and these can be used with an industry-standard empirical formula to determine the likelihood of future use;
 - forward visibility must be adequate (clear visibility for 60 metres is required in both directions).
- 7) A high-level analysis of Station Road for the purposes of this report indicates potential challenges which may inhibit the provision of a zebra crossing, namely:
 - Due to the parking, bus stop locations and other street features may impact upon achieving the required visibility.
 - The location of a zebra may be hampered by the number of side roads and the requirement to ensure that zebra crossings are not located too close to junctions.
 - There are both a signalised pedestrian crossing and informal crossings close to the bus stops, although these are likely to not be in pedestrian desire lines when accessing the station.
- 8) In order to support investigations, to better understand the concerns being raised by the petitioners, and to help with any future design considerations, the Cabinet Member may be minded to instruct officers to undertake pedestrian crossing surveys via an independent survey company. These will allow an understanding of the number of pedestrians crossing the road as well as establishing the true desire lines. A suggestion would be for the surveys to be undertaken on one weekday, and one weekend day.

9) In conclusion, therefore, it is recommended that the Cabinet Member listens to the testimony of the petitioners and their Ward Councillors and considers the possible actions set out for his consideration at the head of this report.

Financial Implications

The estimated cost associated with the recommendations to this report is £750, relating to pedestrian surveys, and this will be managed within existing revenue budgets for the Transportation service. Should further investigation support the installation of a zebra crossing, an appropriate funding source would need to be identified and released via the Council's Capital Release process.

RESIDENT BENEFIT & CONSULTATION

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

To allow the Cabinet Member to consider the petitioners' request.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

Legal Services confirm that there are no specific legal implications arising from this report.

Infrastructure/ Asset Management

None at this stage.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

Petition received.

Appendix A - Location Plan

