

HARVIL ROAD, ICKENHAM – PETITION REQUESTING TRAFFIC CALMING MEASURES

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	Catherine Freeman Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from local residents requesting traffic calming measures in Harvil Road, Ickenham
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for road safety
Financial Cost	There are no financial implications to this report
Relevant Policy Overview Committee	Residents' & Environmental Services
Ward(s) affected	Ickenham Ward

RECOMMENDATION

That the Cabinet Member:

1. Meets with the petitioners to discuss in greater detail their concerns with speeding traffic on Harvil Road.
2. Subject to (1) asks officers to place this request on the Council's Road Safety Programme for subsequent investigation and the development of possible options when resources permit.
3. Subject to (1) instructs officers to investigate the feasibility of adding Harvil Road to future Phases of the Vehicle Activated Signs Programme.
4. Subject to (1) instructs officers to arrange a 24 hour / 7 day speed survey on Harvil Road at a location agreed with the petitioners and to report back to the Cabinet Member.

INFORMATION

Reasons for recommendation

The petition hearing will provide an extremely 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

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. The Council has received a petition of 20 signatures from local residents requesting traffic calming measures on Harvil Road, Ickenham.
2. Harvil Road has a speed limit of 30mph between its junction with Swakeleys Road and a point 110 metres north of its junction with The Drive. There are 20 residential properties situated in this section of road, and the location is shown in Appendix A to this report. Beyond this the speed limit changes to 50mph on the middle section of Harvil Road which is also shown in Appendix A. The U9 Bus Route which runs between Uxbridge Station and Harefield Hospital serves Harvil Road.
3. In a covering letter submitted with the petition residents raised concerns that the majority of vehicles, many of which are heavy goods vehicles, exceed the 30mph speed limit on the southern section of Harvil Road. The speed of vehicles is causing difficulties for residents entering and exiting their driveways which are directly onto Harvil Road. In addition, there are concerns that vibrations caused by excessive speeds may cause structural damage to the residential properties. To help reduce vehicle speeds, the petitioners have requested the installation of either a speed camera or "ramps" on the southern section of Harvil Road.
4. Analysis of the police reported personal injury accident data records for the three year period ending May 2011 shows that there have been four accidents on Harvil Road between its junction with Swakeleys Road and the point north of The Drive where the speed limit changes. Two of the accidents resulted in slight injuries following a vehicle colliding with the rear of a stationary vehicle on Harvil Road in the vicinity of Highfield Drive. Another accident with slight injury involved a northbound motorcyclist who braked to avoid a reversing car and then fell off their motorcycle. One accident with serious injury involved a vehicle turning left out of Highfield Drive which collided with a vehicle travelling northbound on Harvil Road.
5. In response to earlier suggestions received from residents via the Council's Road Safety Programme, improvements have been made to the southbound 30mph speed limit signage on Harvil Road, north of its junction with The Drive. In August 2008, the Cabinet Member approved the installation of a 30mph roundel with red surfacing on this section of carriageway. Additionally at a meeting with the local Safer Neighbourhoods Team that took place in July of this year, a local ward member for the Ickenham Ward raised the issue of vehicle speeds in Harvil Road with the Police.

6. The Cabinet Member will be aware that with regards to the petitioners' request for the installation of a speed camera on Harvil Road, these are not managed by the Council but are the responsibility of the London Safety Camera Partnership (LSCP). The installation of fixed speed cameras will only be considered by the LSCP at sites with a history of fatal and serious injury caused by speed.

7. It is suggested that the Cabinet Member meets with the petitioners to discuss in greater detail their concerns with speeding traffic and endeavour to determine options that officers could investigate in detail as part of the Road Safety Programme that may then have the support of residents, the emergency services and bus operators. Such road humps can also be a source of noise and vibration of the type which petitioners have already raised as a concern, even without such measures being added.

8. The Cabinet Member will be aware that the Council does not introduce traditional round-top road humps because of the level of objection from both the emergency services, whose response times can be seriously affected by such features, as well as bus operators.

9. The Council sometimes considers the installation of speed tables at appropriate locations such as pedestrian crossing points, to help reduce vehicle speeds in residential roads. A speed table is a long raised platform with ramps at either end and a flat section in the middle. However, speed tables may not be a satisfactory option for Harvil Road because of the vibration and noise that would be generated by regular heavy goods vehicles travelling over these features, a view that is supported by a local Ward Councillor. However, all options will be investigated once the Cabinet Member has heard from petitioners.

10. The Council has 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 Harvil Road to future phases of the VAS Programme. It is therefore suggested that petitioners' views on the possible location for such signs be investigated.

Financial Implications

There are none associated with the recommendations to this report. The investigation of feasible measures can be carried out with in-house resources. However, if measures are introduced in Harvil Road, a budget will need to be identified.

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

Consultation with local residents would be carried out if suitable measures could be identified to address the petitioners' concerns.

CORPORATE IMPLICATIONS

Legal

A meeting with the petitioners is a legitimate part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage which is clearly the case as set out in the report.

There must be a full consideration of all representations arising in this matter and the decision maker must be satisfied that responses from the public are conscientiously taken into account.

Section 122 of the Road Traffic Regulations Act 1984 means that the Council must balance the concerns of the petitioners with its statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

Matters to be taken into account include:

- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- any other matters appearing to the local authority to be relevant.

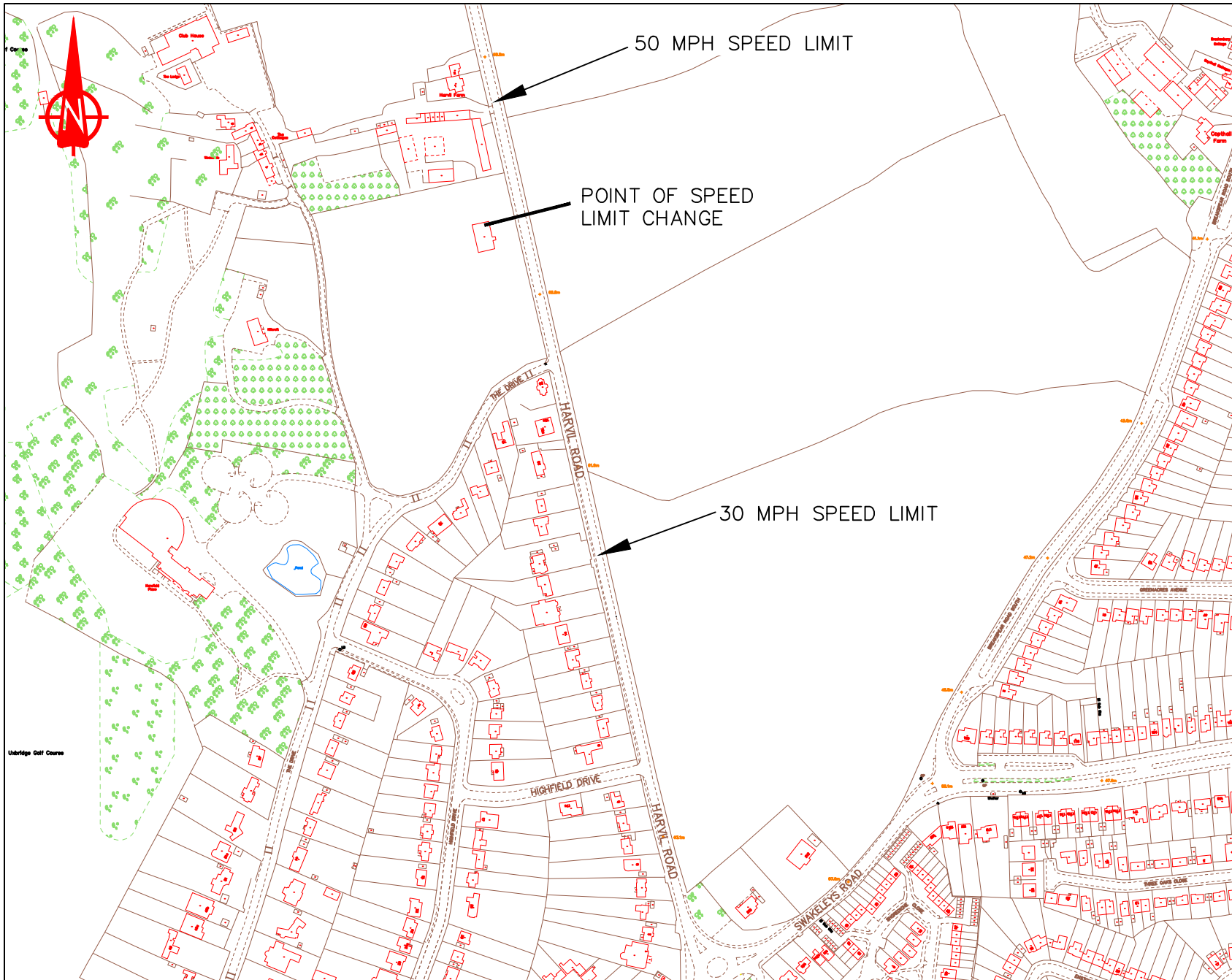
If, following any meeting with the petitioners, the Cabinet Member finds that measures should be taken the relevant consultation and order making statutory procedures will have to be considered.

Corporate Property & Construction

The Head of Corporate Property & Construction is in support of the recommendations in this report.

BACKGROUND PAPERS

Petition requesting traffic calming measures on Harvil Road, Ickenham, received 19th July 2011.



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 London Borough of Hillingdon 100019283 2011



HILLINGDON
 LONDON

Project
 Harvil Road, Ickenham

Description
 Location plan

Scale	Drawn	(Initials/Date)	Checked	(Initials/Date)
NTS	CF	09/2011		
Project No.	Drawing No.		Rev.	

APPENDIX A