

JUNCTION OF HILLINGDON HILL AND THE CROSSWAY, UXBRIDGE - PETITION REQUESTING ROAD SAFETY MEASURES

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Catherine Freeman Residents' Services
Papers with report	Appendices A & B - Location plan and junction layout plan

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition requesting road safety measures at the junction of Hillingdon Hill and The Crossway
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are no direct costs associated with the recommendations to this report
Relevant Policy Overview Committee	Residents' & Environmental Services.
Ward(s) affected	Uxbridge North Ward and Brunel Ward .

2. RECOMMENDATION

That the Cabinet Member:

- 1. Meets with petitioners and considers their concerns regarding road safety at the junction of Hillingdon Hill and The Crossway.**
- 2. Subject to the above, asks officers to undertake classified traffic volume and speed survey(s) at location(s) to be agreed with the petitioners and the relevant Ward Members.**
- 3. Subject to the above, considers adding Hillingdon Hill to future phases of the Council's Vehicle Activated Signs programme.**
- 4. Subject to the above asks officers to add the petitioners' request to the Council's Road Safety Programme for further investigation.**

5. Asks officers to seek the views of the Police and emergency services to establish if they have any concerns of their own.

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

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 65 valid signatures has been submitted to the Council under the following heading *"We, the undersigned, (All local residents) call upon the London Borough of Hillingdon to investigate measures to make the junction of the road at The Crossway and Uxbridge Road safer for both drivers and pedestrians"*.
2. In a covering letter, the lead petitioner highlights the petitioners' concerns with vehicles turning out of The Crossway to access the westbound carriageway of Hillingdon Hill due to high vehicle speeds. The lead petitioner also states that at peak times gridlocked traffic can result in motorists being stuck across the lanes of traffic.
3. Hillingdon Hill and Uxbridge Road (A4020) form part of the Strategic Road Network (SRN). These are A-roads with interest from Transport for London who have a strategic responsibility to ensure the free flow of traffic on the SRN.
4. The section of Hillingdon Hill in the vicinity of The Crossway is dual carriageway and a location plan is attached as Appendix A to this report. There is a gap in the central reservation on Hillingdon Hill at this junction and there are three lane "pockets" marked on the carriageway to assist with the manoeuvres of vehicles turning in and out of The Crossway as well as assisting westbound vehicles wishing to make a u-turn. A plan indicating the layout of the junction of Hillingdon Hill and The Crossway is attached as Appendix B to this report.
5. As the Cabinet Member will be aware, some of the gaps in the central reservation at junctions along the Uxbridge Road, including Royal Lane, were closed off for road safety and traffic management reasons many years ago. The dominant movement of traffic passing through the gap on Hillingdon Hill at its junction with The Crossway appears to comprise of drivers who are travelling westbound on Hillingdon Hill from Royal Lane or Harlington Road who wish to make a u-turn and head back towards Vine Lane or Long Lane. The turning pockets are therefore arranged to provide the minimum conflict and to

safely accommodate the queue of vehicles which feed into the easternmost pocket for vehicles wishing to make a u-turn westbound.

6. Analysis of the latest available Police recorded personal injury accident data for the three year period ending May 2014, has shown that there have been four accidents at the junction of Hillingdon Hill and The Crossway involving slight injuries. One accident involved an eastbound vehicle turning left into the service road on Hillingdon Hill, which collided with a westbound cyclist in the nearside lane. The second accident, involved a vehicle travelling westbound on Hillingdon Hill which attempted to make a u-turn and collided with an eastbound vehicle. The third accident, involved a vehicle turning right into The Crossway which collided with an eastbound vehicle. The fourth accident involved a vehicle travelling eastbound on Hillingdon Hill which collided with a broken down vehicle in the outside lane.
7. 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 most effective if they are installed at key sites, left in place for three months and then moved to another site. Hillingdon Hill has previously been added to the Council's VAS programme and a sign has been installed at its junction with The Crossway. It is recommended that the Cabinet Member considers including this road in a future phases of the programme.
8. The Cabinet Member will furthermore be aware that Council officers meet representatives of the police and other emergency services on a quarterly basis at a special "Traffic Liaison Meeting" at which concerns about road safety are reviewed. Although no concerns have previously been expressed by these bodies concerning the section of Hillingdon Hill which is the subject of this petition, officers may add this site to the agenda of the next available meeting if deemed appropriate.
9. 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.

Financial Implications

There are no financial implications associated with the recommendations to this report. If after further investigation any measures are subsequently approved by the Council, funding would need to be identified from a suitable source.

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.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate finance has reviewed the report and concurs with the financial implications that there are no additional costs to the council associated with the recommendations to this report.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their request to review the current proposals for the road safety measures at the junction of Hillingdon Hill and The Crossway, 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

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

Relevant Service Groups

None at this stage.

6. BACKGROUND PAPERS

Petition received.