

# PETITION REQUESTING REDUCTION OF THE MAXIMUM SPEED LIMIT FROM 50MPH TO 40MPH ALONG HARVIL ROAD

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
<b>Report Author</b>	Alan Tilly, Residents Services
<b>Papers with report</b>	Appendix A

## 1. HEADLINE INFORMATION

<b>Purpose of report</b>	To inform the Cabinet Member that two petitions have been submitted asking the Council to reduce the maximum speed limit from 50mph to 40mph along Harvil Road. Concern has also been raised about the increase in Heavy Goods Vehicles (HGVs) travelling along Harvil Road.
<b>Contribution to our plans and strategies</b>	The request of the petitioners will be considered within the context of the Council's Transport Strategy.
<b>Financial Cost</b>	The costs associated with the recommendations to this report are currently limited to Council officer time. Should future outcomes require funding, it is proposed that the cost be met from the Transport for London (TfL), Local Implementation Plan budget.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	Harefield & Ickenham

## 2. RECOMMENDATIONS

That the Cabinet Member:

1. **Meets with petitioners to discuss their request for reducing the speed limit from 50mph to 40mph in Harvil Road, between Harefield and Ickenham.**
2. **Notes the results of 24/7 traffic surveys undertaken by the Council to measure the speed, volume and composition of the traffic in Harvil Road in 2012 and 2014 and the accident data provided by TfL.**
3. **Instructs officers to undertake a detailed study and consultation on reducing the speed limit of Harvil Road to 40mph and report the results back to him.**
4. **Instructs officers to do a detailed study of HGV movements along Harvil Road and investigate ways to mitigate the impacts on residents and report the results back to him.**

5. Instructs officers to feed in the evidence from petitioners and the outcome of any study to HS2 Limited, as part of the ongoing dialogue with them, with a view to achieving suitable traffic mitigation as part of the HS2 project.

### 3. INFORMATION

#### Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners their concerns and to ensure that their suggestions are fully understood.

#### Alternative options considered

None at this stage.

#### Comments of Policy Overview Committee(s)

None at this stage.

#### Supporting Information

##### Petition Content

1. The Council has received two petitions, one paper and one e-petition with 77 valid signatures of residents who live in the Harefield and Ickenham area. The petitioners are concerned with road safety issues in relation to the volume and speed of heavy goods vehicle traffic along Harvil Road and are asking for a speed reduction under the following terms:

##### ***"Petition Topic:***

*Safety issues relating to high level of Heavy Goods Vehicle traffic in Harefield Road (Ickenham to Harefield). HGV traffic in Harvil Road from the Council Recycling Site, Uxbridge Skips, Harleyford Aggregates, Collect Concrete and Advance Fuels has increased substantially over the past year.*

*Rubbish and mud falling from moving vehicles is an almost daily problem, causing safety and environmental pollution issues for local residents and smaller vehicles using the road.*

*We consider that HGVs travelling at 50mph along a single track country road with blind hills and bends (susceptible to black ice in the winter) is dangerous and intimidating to other road users.*

##### ***What is the intended outcome?***

*Reduction of maximum speed limit in Harvil Road (from Swakeleys Road to Harefield) from 50mph to 40mph.*

*Better signage to encourage safe driving along this dangerous road.*

*More stringent and enforceable regulations to require the businesses along Harvil Road to effectively secure their loads."*

## Background Information

2. Harvil Road is classified as a Borough distributor road, forming part of the Borough's Principal Road Network. Harvil Road runs from the B467 Swakeleys Road to Broadwater Lane, where it becomes Church Hill. Harvil Road is a single carriageway for most of its length. It is relatively straight, although the road does rise and fall, creating hidden dips that limit forward visibility. The location of Harvil Road is shown in Appendix A. Harvil Road is served by bus route number U9. This operates a 15 minutes frequency service connecting Uxbridge with Harefield via Swakeleys Road, though, it should be noted that there are no fixed stops between the junction with B467 Swakeleys Road and Moorhall Road.
3. The number of the frontages along Harvil Road is limited, generally consisting of commercial uses related to building construction and recycling operations. The Dogs Trust also has premises along Harvil Road, which is an increasingly popular destination. There are a number of side roads along Harvil Road, although these are access only and not heavily used.
4. The Council has previously undertaken speed and vehicle class surveys along Harvil Road on two separate occasions. The first was undertaken in February 2012 and the second in September 2014. This data shows that the average 24 hour traffic flow increased during the intervening period from 6,919 to 8,328 vehicles and the speed increased by approximately 15mph, during this period. The results show that 15% of the vehicles (in both directions) were travelling faster than 53mph in 2014. In 2012, 15% of vehicles were travelling faster than 37mph. This data shows that a large number of vehicles travelling along Harvil Road, do so in excess of the speed limit, a problem which has significantly grown between 2012 and 2014.
5. The data also shows that there has been a significant increase in the number of HGVs using this link, from 336 in 2012, to 807 in 2014. The number of HGVs using Harvil Road is expected to increase with the construction of HS2.
6. To further help understand traffic activity in the area, officers have reviewed road traffic accident data provided by TfL over the last 36 months (up to 31 January 2015), the most recent period available. This information has shown there were 17 accidents that resulted in personal injury during this time, the majority resulted in only slight injury but one was fatal and one resulted in serious injury.
7. The accidents were fairly evenly spread along Harvil Road, with four taking place in the New Years Green junction area and three in each of the Broadwater Lane, The Drive and Moorhall Road areas respectively. Eight of these collisions were the result of vehicles losing control, seven were as a result of drivers going too fast (or in a hurry) and four were the result of drivers being impaired by alcohol.
8. Further analysis of the accident data showed that a total of 2 of the 17 accidents involved HGVs, both of which resulted in slight injuries only. The accident which resulted in serious injury was to a motorcyclist, who was hit by a car, whose driver failed to look

properly. The accident which resulted in the fatality involved two cars and speed was identified as a contributing factor.

### Further Information

9. As mentioned earlier in the report, the problem with the increase in the number of HGVs in the area could rise from 2017 when the construction of the HS2 mainline between London and Birmingham is set to begin. Currently, Harvil Road has been identified as a key route for the movement of construction traffic. However, it should be noted that Council officers are working with HS2 on ongoing discussions about the impact on Hillingdon roads and mitigation measures for construction traffic.
10. Although, there are no fixed bus stops along the 50mph section of Harvil Road, site visits have shown that, occasionally, buses do stop at the Dogs Trust, but this is at the discretion of the driver. TfL have an aspiration for a fixed stop to be provided at the Dogs Trust in response to passenger demand. It is a pre-requisite from the TfL Buses Department that a 40mph zone would need to be introduced as bus stops are not provided on roads with a speed limit higher than 40mph. Any consideration for a bus stop in this location would also require a central reservation to allow pedestrians to cross the road safely.

### Conclusions

11. Based on an initial review of the traffic data for Harvil Road, it can be concluded that there has been an increase in traffic (including HGV traffic) and speed in line with what is being championed by the petitions to the Council. The analysis of accident data also shows that a number of accidents are as a result of speed. This shows that reducing the speed limit from 50mph to 40mph may have road safety benefits. Therefore, it is suggested that the Cabinet Member listens to the evidence from petitioners and, subject to what they tell him, considers instructing officers to carry out a more detailed study and consultation on the implications of reducing the speed limit to 40mph along Harvil Road. In addition to this, it is suggested that the Cabinet Member considers instructing officers to undertake a more in-depth study into HGV movements along Harvil Road, following which, all results will be reported back to him for further consideration.

### **Financial Implications**

The recommendations set out in this report would result in officer time to carry out a more detailed study on Harvil Road. The outcome of the study could result in works requiring funding, currently estimated to be approximately £4k. Should this be the case, it would be proposed that the works are resourced from the Transport for London Local Implementation Plan funding granted to the Council on a yearly basis.

## **4. 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.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed this report and concurs with the financial implications set out above; noting that the cost of any works undertaken as a result of the detailed study will be met from TfL LIP funding.

### **Legal**

There are no special legal implications for the proposal to discuss with petitioners their request for reducing the speed limit from 50mph to 40mph in Harvil 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.

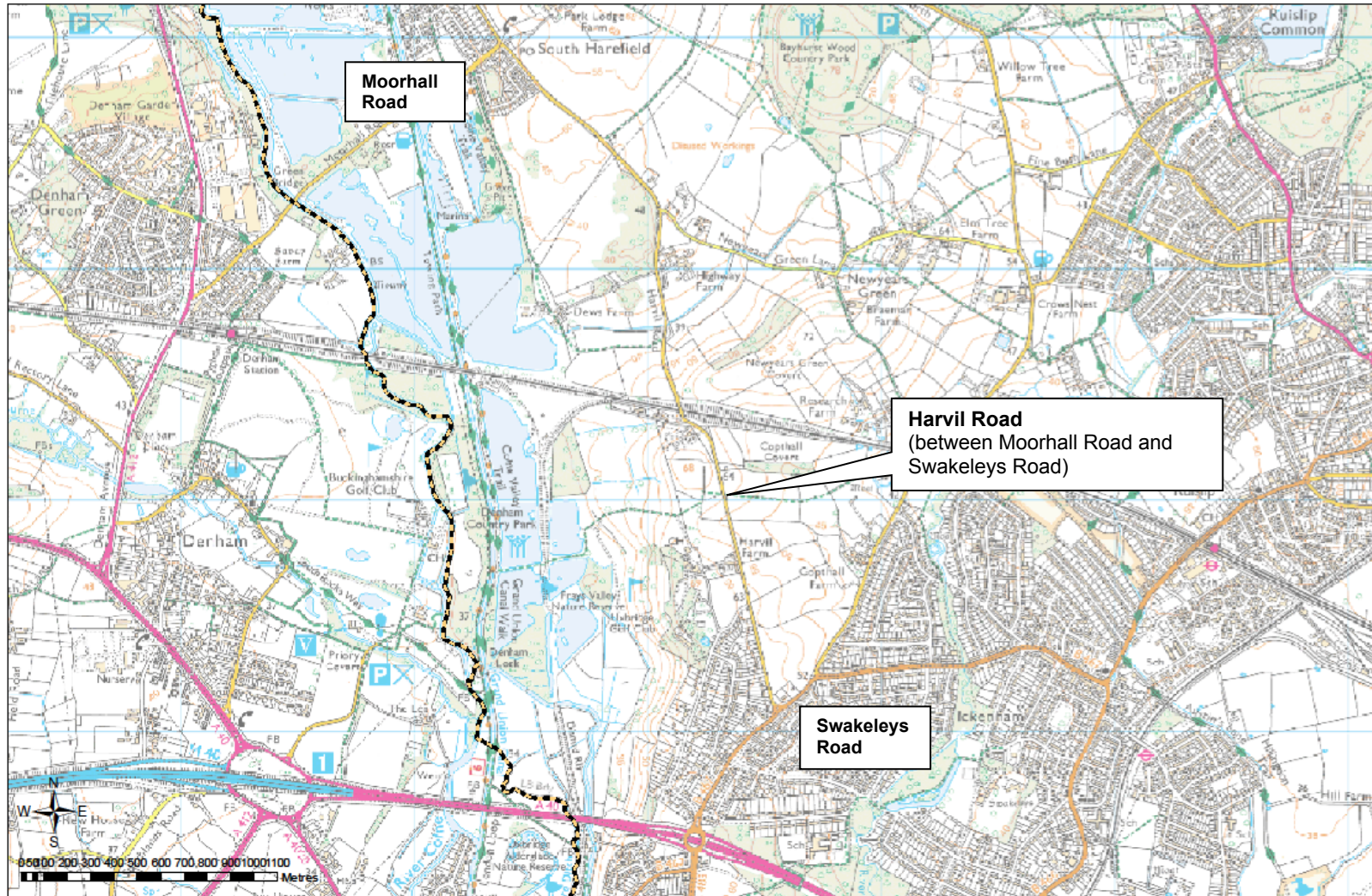
Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

## **6. BACKGROUND PAPERS**

Nil.

## Appendix A: Location Plan Harvil Road

### Harvil Road



Map Notes

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