

PETITION TO IMPROVE SAFETY OF THE CROSSING AT THE JUNCTION OF THE GREENWAY AND CLEVELAND ROAD, UXBRIDGE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Planning, Transportation and Recycling
Officer Contact(s)	Sophie Wilmot, Transport and Projects
Papers with report	Appendix A

HEADLINES

Summary	To advise the Cabinet Member that a petition has been received from residents requesting that the Council considers safety improvements for pedestrians and cyclists crossing The Greenway, Uxbridge at its junction with Cleveland Road.
Putting our Residents First	The petition will be considered within the context of the Council's Sustainable Community Strategy and Local Implementation Plan including the transport strategy and road safety strategy.
Financial Cost	There are no financial costs to the recommendations set out in this report. The Cabinet Member for Planning, Transportation and Recycling has instructed officers to engage the Council's term contractor, 'Project Centre', to undertake a study of The Greenway. A cost for the study has been agreed and will be fully funded from the Transport for London, Local Implementation Plan funding for 2017/18. If works are subsequently required and agreed, suitable funding will need to be identified within the various funding programmes.
Relevant Policy Overview Committee	None at this stage.
Relevant Ward(s)	Uxbridge South and Brunel

RECOMMENDATIONS

That the Cabinet Member:

- 1. Meets with and listens to the petitioners' concerns regarding the safety of crossing The Greenway and Cleveland Road for pedestrians and cyclists.**

PART I - MEMBERS, PUBLIC AND PRESS

2. Notes the previous petition heard in May 2017.

3. Considers the present request in conjunction with other recent petitions and individual requests associated with The Greenway.

4. Notes the results of recent traffic surveys undertaken in the area.

5. Subject to the above, asks officers to use the petitioners' testimony to inform the ongoing study on the wider issues raised along The Greenway and report back to him.

Reasons for recommendations

To give the Cabinet Member the opportunity to discuss in detail the petitioners' concerns. To investigate in further detail the request by petitioners.

Alternative options considered / risk management

Options will be discussed with petitioners.

Policy Overview Committee comments

None at this stage.

SUPPORTING INFORMATION

1. An e-petition with 24 signatures has been submitted to the Council under the following heading:

'We the undersigned petition Hillingdon Council to improve the junction of Cleveland Road/The Greenway. This junction is a key crossing point for many users as it is nearby Brunel University London and Uxbridge High School.

We strongly recommend the Council review the design of this junction and prioritise it for walkers and cyclists. The junction sits on the main walking and cycling route from Uxbridge Centre to the Brunel Campus and is currently very difficult to navigate especially during peak times. There is the school nearby therefore many young people use the crossing. Another issue is the cycle path along Whitehall Road, which is useful if you are taking a left into The Greenway, is very confusing if going straight over into Cleveland Road. Additionally the turning into Cleveland Road from The Greenway encourages cars to speed. One option could be the addition of a Tiger Crossing (a zebra crossing for bicycles) with a reconfiguration of the cycle lane.

We advocate for a new design of this junction to improve conditions for walkers and cyclists in order make The Greenway a Healthy Street as advocated by Transport for London <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>.

Of the 24 signatures on the petitions only 15 are considered valid as part of our democratic process. However, Cllr Judith Cooper, as a relevant local Ward Member, has requested that this be considered formally. This was agreed by the Cabinet Member.

2. The Greenway is predominately a residential road that connects Cowley Road in the west to Hillingdon Road in the east which are both major north to south routes in Hillingdon. Cleveland Road is a long straight road with some residential properties fronting it; the main land use along Cleveland Road is the main campus and residential halls associated with Brunel University. Whitehall Road is also a predominately residential road, with a rear access to Whitehall Infants and Junior School. Whitehall Road is a no through road for vehicles but permits access to the town centre for pedestrians and cyclists.

3. The junction of The Greenway/Cleveland Road/Whitehall Road, is a four arm crossroad priority junction where all movements are permitted. There is a zebra crossing on the western arm of the junction. The collision data has been reviewed and shows that for the most recent 36 month period available, until 31st October 2016 a total of three incidents have occurred at this junction. All crashes have resulted in slight injuries, with two being vehicle only collisions. One incident involved a pedestrian being struck by a vehicle when crossing the road, away from the zebra crossing, which is provided.

4. Council officers have been working with Brunel University, who for the past year have had a 'Cycle Champion', funded by Westrans (partnership of six west London Boroughs working with Transport for London). The 'Cycle Champion' worked on a number of cycle related schemes including Dr Bike sessions (provide by LBH Cycle Instructors) and cycle parking and routes within the campus. In addition, with support from Council officers, the 'Cycle Champion' and Westrans commissioned (and funded) consultants to consider proposals for the junction of The Greenway with Cleveland Road, in particular the provision of Tiger crossings on the eastern side of the junction.

5. A Tiger crossing is an experimental concept which combines a pedestrian zebra crossing with a separate section for people on bikes to cross safely, alongside. Any consideration of such a crossing in Hillingdon would need further investigation and be subject to safety audits. The initial design suggestions have been received by the Council; these will be reviewed and considered as part of the larger study being outlined in this report.

Previous petition along The Greenway

6. In May 2017, the Cabinet Member for Planning, Transportation and Recycling will recall hearing a petition with a total of 56 signatures in regard to the following on the western section of The Greenway between Cowley Road and Cleveland Road:

'I am writing to submit our petition for the Council to consider traffic calming measures for The Greenway, Uxbridge. Residents have raised safety and quality of life concerns with regards to the density, speed of traffic and the huge increase of HGV use'

7. Following the hearing of the above petition, Cllr Burrows instructed officers to carry out 24/7 speed and classification surveys over the course of a week, along this section of The Greenway to understand the extent of the issues being raised by residents.

Survey Results

8. The surveys were completed in July 2017, at three locations along the western section of The Greenway:

- West of Cleveland Road
- East of Elthorne Avenue
- West of King's Road

9. In terms of HGV movements, the results showed that in an eastbound direction there is not a significant number of HGVs over the course of a week. However, in a westbound direction there is a significantly higher number of HGV movements; the reason for this would require further investigation, which will be carried out by officers.

10. The survey results show that the 85th percentile speed is an average of 30mph which is not in excess of the 30mph speed limit on this section of The Greenway but does indicate that many vehicles are travelling well above the 20mph desired by local residents and travelling at a high speed given there is a large amount of on street parking.

Going forward

11. Based on the previous petition received, the Council's ongoing work with Brunel University and the survey results, Cllr Burrows as Cabinet Member for Planning, Transportation and Recycling has already instructed officers to undertake the following:

Commissioning of the Council's Term Contractor 'Project Centre' to undertake a study of The Greenway considering the following, as a minimum:

- The operation and safety at the three key junctions:
 - Cowley Road / The Greenway;
 - The Greenway / Cleveland Road / Whitehall Road;
 - The Greenway / Hillingdon Road / Churchill Road.
- Potential for reducing the traffic speed to 20mph on the western section of The Greenway.
- Incorporation of the proposals for the school road safety scheme on Whitehall Road.

12. Council officers have very recently engaged Project Centre to take this forward. The outcome of the study will initially be reported back and discussed with Cllr Burrows, as Cabinet Member for Planning, Transportation and Recycling.

Financial Implications

There are no financial costs to the recommendations set out in this report. The Cabinet Member for Planning, Transportation and Recycling has previously instructed Officers to engage the Council's term contractor, 'Project Centre', to undertake a study of The Greenway, a cost has been agreed and will be funded in full from the Transport for London, Local Implementation Plan funding for 2017/18. Funds have been released by the Leader of the Council via the Capital Release process. If works are subsequently required and agreed, suitable funding will need to be identified within the various funding programmes

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon residents, service users and communities

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns and the programme the Council has in mind to consider these concerns in more detail.

Consultation carried out or required

None at this stage.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the report and confirms the budgetary position as set out in the Financial Implications above.

Legal

The Borough Solicitor confirms that there are no specific legal implications arising from this report.

Infrastructure / Asset Management

There are no Infrastructure/Asset Management implications arising from the recommendations in this report.

BACKGROUND PAPERS

Petition received.

Junction of The Greenway and Cleveland Road, Uxbridge

